

BUFFALO NUMBER

THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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GO AHEAD

Do not ask too broad a test;
Go ahead;
Lagging never clears the sight;
When you do your duty best,
You will best know what is right.
Go ahead.

—George W. Light.

Thems our sentiments

McKENNA & RODGERS

Chicago Board of Trade

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**SIMONS, DAY
& Co.**

GRAIN,
PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
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Direct Private Wires to New York and Illinois and Iowa Points

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Established 1877

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THE YEAR 1850 marked an important epoch in the history of the Lake Port of Buffalo. Marine and related interests had increased to such an extent that additional banking accommodations were urgently required. To serve this financial need this institution was organized August 15th of that year and was named "The Marine Bank" by its founders. Today its activities lie in diversified lines of trade, but it maintains a leading position by furnishing an ample and thorough service to all its clients.

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SIXTY-SEVEN YEARS OF SERVICE

CAPITAL, SURPLUS,
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If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

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A thousand men will certify that.

Price \$13.00

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Capacity 2½ Bushels Grain
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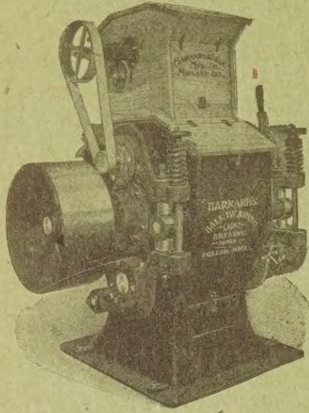
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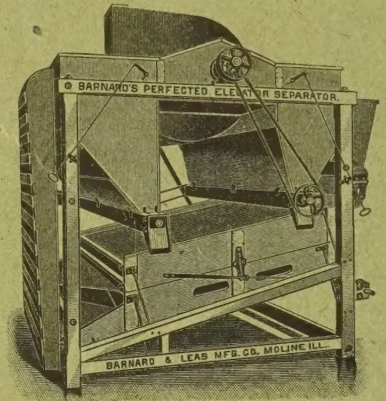
CHICAGO

Everything for Handling Grain

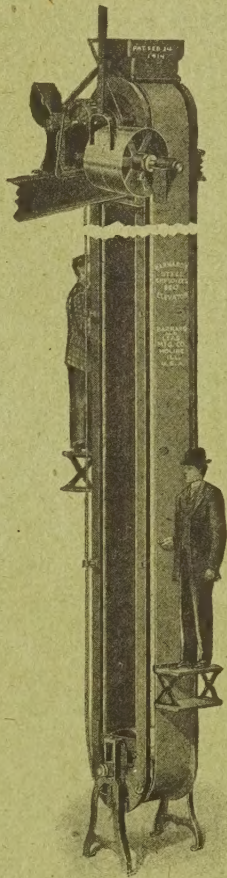
No need to look farther



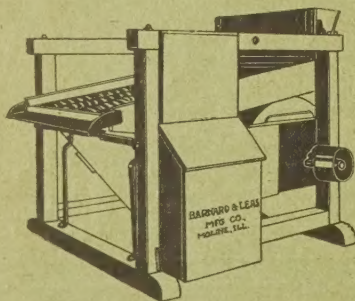
Feed Grinders
Grain Cleaners
Oat Clippers
Oat Separators
Corn Shellers



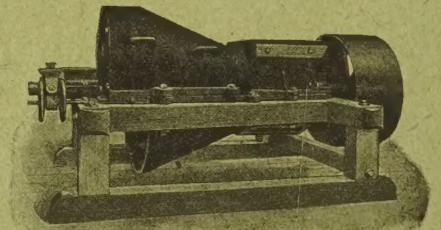
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Feed Screens
Corn Rolls
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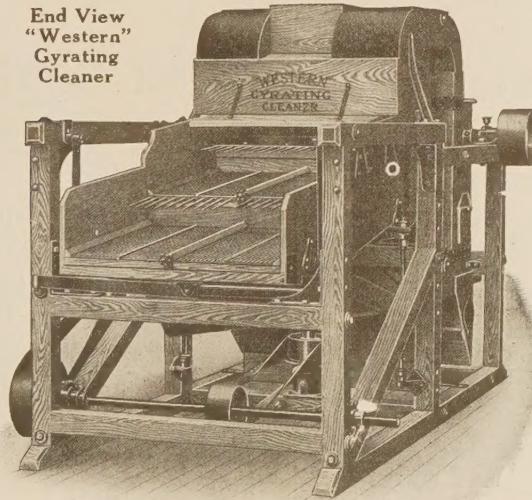
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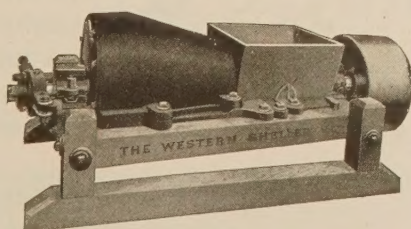
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**175 BUSHELS TO
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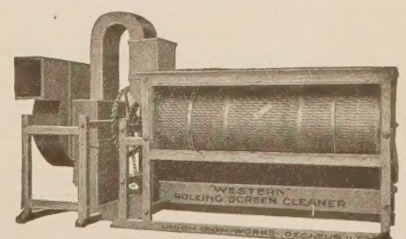


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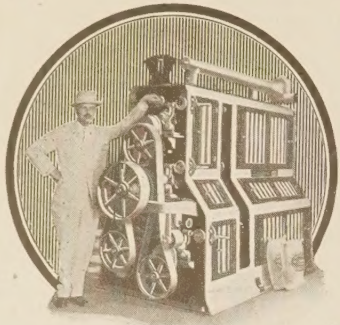
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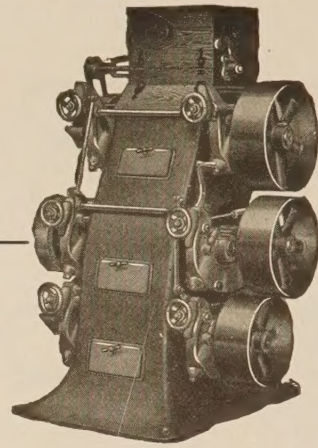
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For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

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These Belts Are Far Better Than "Good Enough"

If Blue Streak Belts merely gave ordinary satisfaction, they would not now be transmitting power for every tensely productive industry in the nation.

But they give more than ordinary satisfaction.

They have enlightened belting theory and improved belting practice, both of which were too long contented with the seeming "good enough."

* * *

In the transmission of power, years passed before men grew actively dissatisfied with what they had.

Originally some belts were made of raw-hide. But they slipped and stretched inordinately.

So they were replaced with carefully selected leather heavily tanned. Layers of it were glued or riveted together as greater strength was demanded.

Much of the original belting was made of canvas, a number of plies being cemented together with rubber gum.

But some of these belts were so heavy that they wasted power through sheer weight.

Others wore out too soon because mere cement could not hold the plies together.

All of the early belts stretched, slipped, wasted power, and caused frequent shut-downs and delays.

Yet for a long time men thought them good enough.

* * *

The triumphs of fine steel over crude iron, of adaptable concrete over awkward granite, of woven cloth over skins, of harnessed Power over horse and ox—all these are silent admonitions to surpass the "good enough."

Blue Streak Belts do surpass it.

* * *

They save from 8 to 20% more power in transmission alone than was

ever thought possible with the more primitive belts.

Their friction surface grips the pulleys and cuts down the slippage losses.

Their special-weave duck, extraordinarily light and tremendously strong, reduces weight to a minimum and increases strength amazingly.

Their superior friction, especially compounded and forced into the plies under enormous pressure, unites the plies inseparably yet flexibly.

In consequence these belts last amazingly long and adapt themselves to the pulley with power-saving ease.

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Blue Streak Belts are constructed to surpass the one-time "good enough" and they have surpassed it.

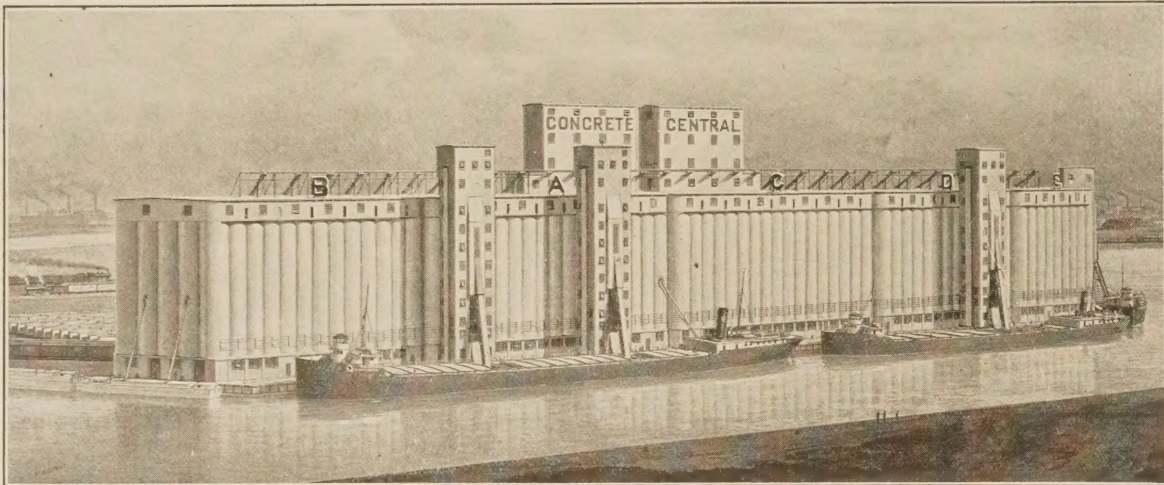
Their initial price is higher than that of inferior belting, but their service cost is lower.

Per dollar of price they give longer, better, more continuous service.

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GOOD YEAR
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THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

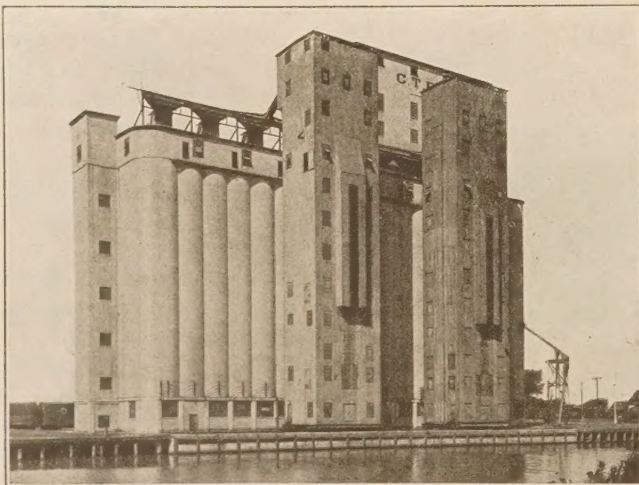
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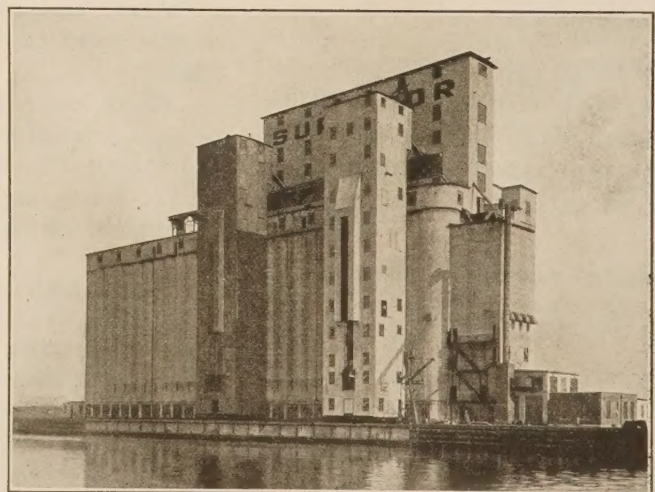
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Wheeler
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Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

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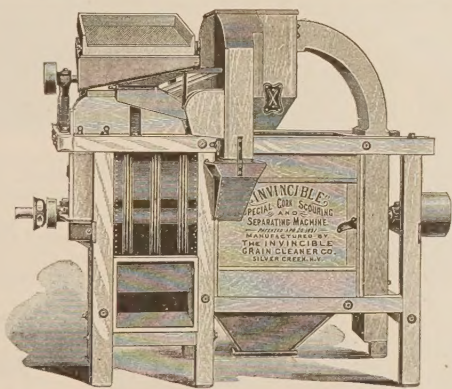
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It Chases Dirt

The Dutch Girl with the Big Stick Has Nothing on the Invincible Special Corn Scouring and Separating Machine

When corn comes out of this dry cleaner, it shines like a polished diamond. It makes ordinary corn look phoney and it enables you to command the highest market prices. You sure will "clean-up" if you install one of these machines.

Of course our guarantee applies—
"Satisfaction without Reservation."

You ought to read our literature on this scourer. We send it free on application.

INVINCIBLE GRAIN CLEANER CO.
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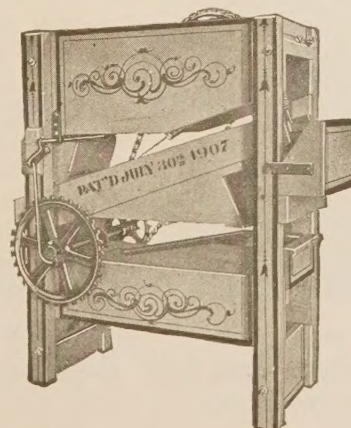
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U. S. Grain Standardization Bureau Orders 36 Additional Emerson Wheat Testers ENOUGH SAID!

An additional lot of 36 Emerson Wheat Testers or Kickers to those already in use were ordered June 12 last for distribution among the different laboratories and inspection departments of the U. S. Grain Standardization Department. The Emerson Tester or Kicker has also been recommended to the grain trade by the Government officials as the most satisfactory machine for determining the actual amount of dockage in each sample of wheat.

The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Kicker.



Over 7,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on the 250 depending upon the number of elevators they operate. Hundreds of smaller elevator companies are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers.

The Emerson Guarantee

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment of elevator and milling companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.

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It Will Last

Reinforced concrete. Built for heavy floor loads.

Uses the daylight. Tracks arranged right.

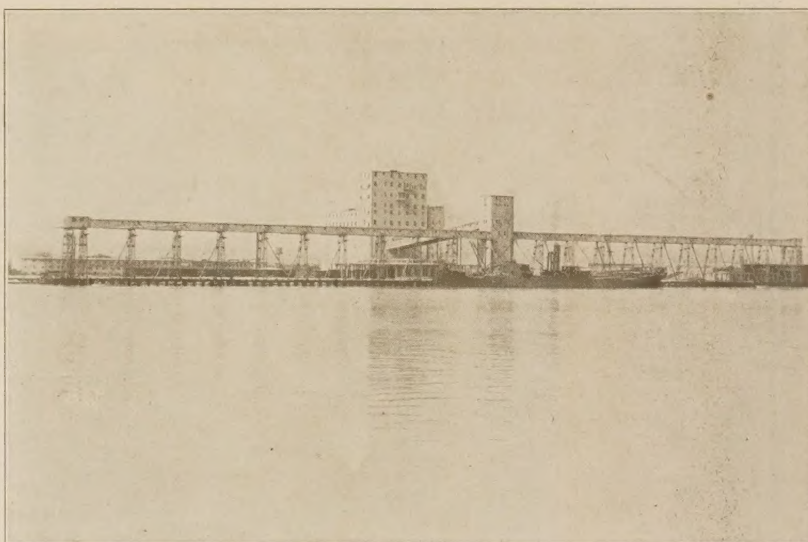
"Macenco Results"



1500 barrel Mill, 300,000 bushel Elevator and 500 H. P. Diesel Power Plant of the Kansas Flour Mills Company, Great Bend, Kansas.

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Elevator, for the Board of Port Commissioners, New Orleans, La.
Capacity, 1,022,000 Bushels.
Now Building Addition for 1,600,000 Bushels.

**We Build Reinforced Concrete Structures of all Types
Grain Elevators, Mills and Industrial
Plants a Specialty**

Our Engineering Department is ready to solve your problems and furnish preliminary estimates.

JANSE BROS., BOOMER, GRAIN & HOWE

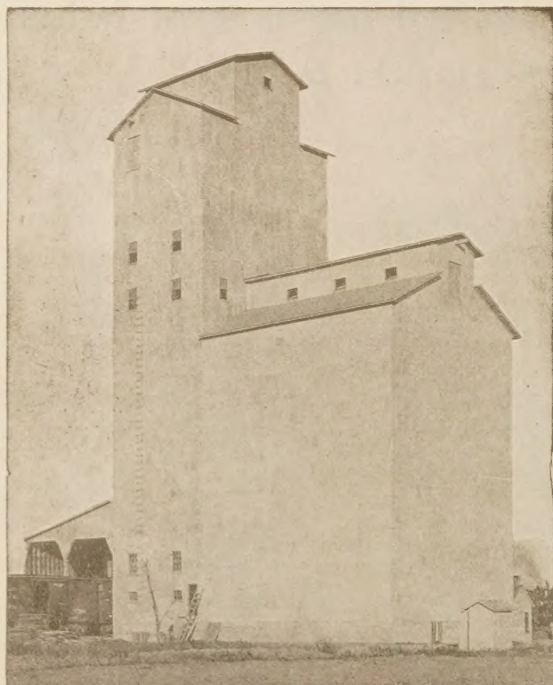
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Burrell's 1916 Record



Van Wickle Grain and Lumber Co., Council Bluffs, Ia.

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With the largest and most efficient Engineering and Construction Organization for large or small work ever gathered together by a concern in our line, prospective builders of Grain Elevators will find it to their advantage to consult us before formulating any definite plans. It Costs Nothing.

**Complete Grain Elevators and Mill Buildings,
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PORTLAND, ORE.

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There is satisfaction in the buying of "American High Speed" chain since you pay only for the three essentials—link, pin and washer—and there is more of a story also concerning this simplicity of construction.

**Ask Your Engineer
About It**

For many more than enough years to prove their dependability, "American High Speed" chain drives of both larger and smaller sizes than the one illustrated have been built and operated.

**AMERICAN
HIGH SPEED CHAIN**

"Most Horse Power Years Per Dollar"

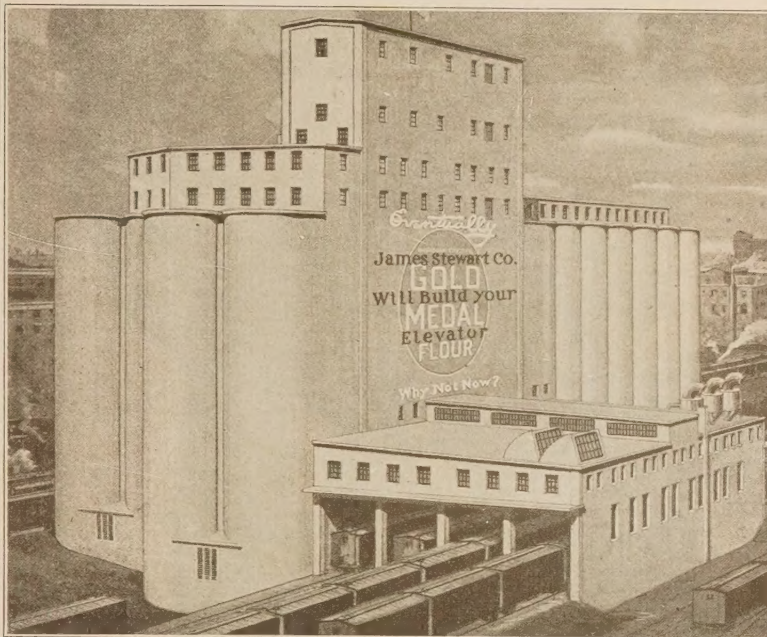
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We Design and Build Elevators, any type of construction, in any part of the World.

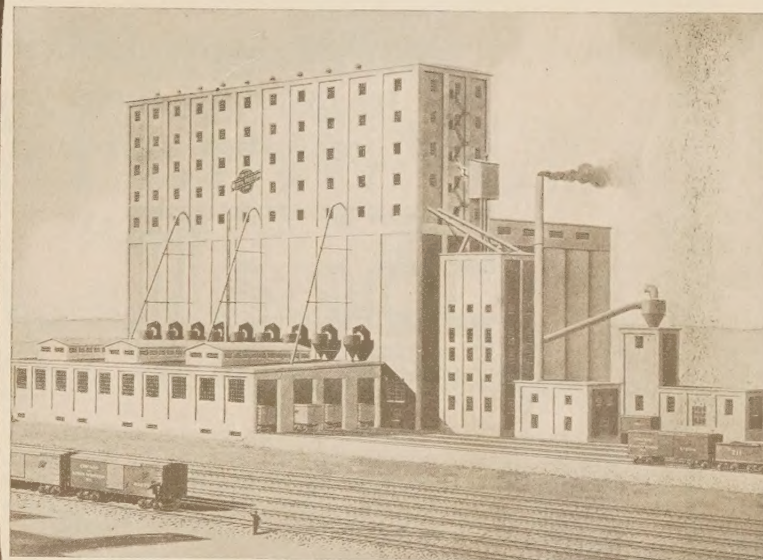
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GRAIN ELEVATOR DEPARTMENT

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Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
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Designs and estimates promptly furnished.

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Our long experience as a builder of elevators insures you an
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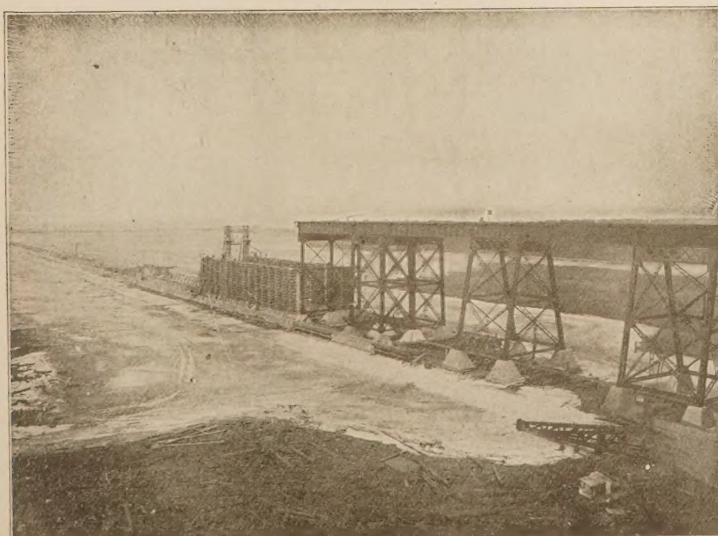
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CONTRACTORS FOR **Grain Elevators**

COMPLETE WITH
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Designers and Builders of

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Write for Designs and Estimates

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The Beall Warehouse and Elevator Separators

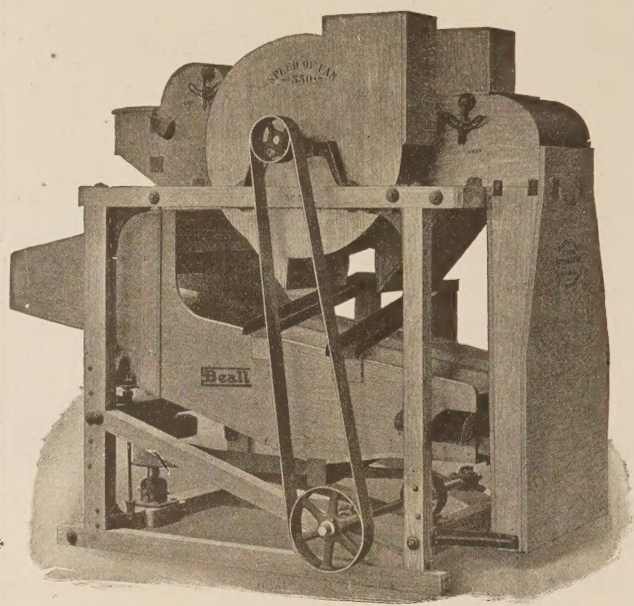
have set a new standard of efficiency, they are capable and economical and by installing them you are assured of good service year after year with little or no upkeep cost

Beall
THE MARK OF QUALITY

Do not lose valuable time by buying inefficient machines. Actual performance has established the reputation of BEALL Separators. It has features that make it almost human and will clean grain to comply in every respect with the Federal Grain Grades.

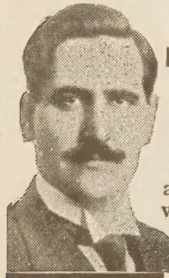
Write for our interesting booklet on grain cleaning. It will prove a source of profit to you.

The Beall Improvements Co., Inc.
Decatur, Illinois



Use Galloway Power!

For Your Elevator and Mill
Economical — Reliable — Steady — Efficient
Kerosene or Gasoline



You want power that you can absolutely rely upon at all time and ready for instant use. At the same time it must be economical so as to be profitable. GALLOWAY GASOLINE ENGINES are built to meet the needs and demands of elevator and mill work. They are simple and easy to start and operate—run smoothly (like a steam engine) and give 100% service 24 hours of the day regardless of weather or conditions. I make Galloway engines from 1 3/4 H. P. to 16 H. P. but I strongly recommend

My Famous Masterpiece Six—Best Ever!

A mechanical masterpiece from which it gets its name. A master stroke in engine designing built by master engine builders. Superior materials, skilled workmanship, every part standardized, interchangeable, alike. Develops away above rated horse power. Bearings adjustable. No lost motion. Economy carburetor. Cuts down fuel bills. Uses any fuel. Valves in the head exactly like highest class automobile motors. Double ball governor. Large, heavy, counter-balanced fly wheels. Big bore, long stroke, heavy weight, perfect balance. Perfect lubrication. Magneto (extra) supplies blue-hot spark. Make and break ignitor, never misses fire. Easily started, no cranking; needs no batteries. Cylinder and water pot frost proof. Compare my Masterpiece engine size for size, bore, stroke, weight and low speed, which means easy running and long, satisfactory engine life. Galloway engines honestly rated; scientifically, accurately, handsomely built.

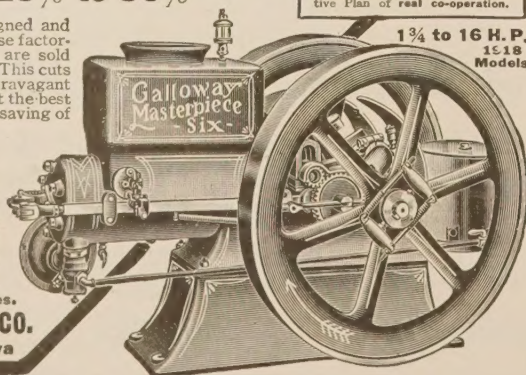
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at a Saving of 25% to 50%

Galloway Engines are designed and built complete in my immense factories at Waterloo, Iowa, and are sold direct from these factories. This cuts out all middlemen—with extravagant profits and enables you to get the best engine for your purpose at a saving of 25% to 40%.

Write for My Book

Send tonight for my big engine Book that describes my complete line of engines. This book will answer your every question on engine and will help you solve your power problems. Write for it today.

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WILLIAM GALLOWAY CO.
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Of Elevator Companies—if you have a co-operative organization get in touch with me for the details of the Galloway Co-operative Plan of real co-operation.

1 3/4 to 16 H. P.
15-18 Models

They All Point to the Bowsher

A mill that will crush or grind ear corn (with or without shucks), Kaffir in the head and all kinds of small grain.

A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

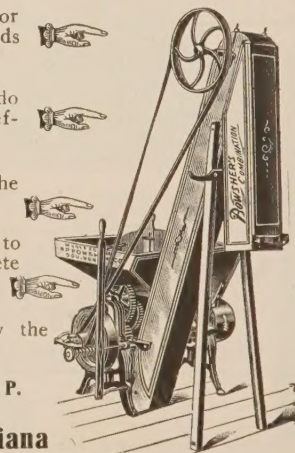
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

These are a few of the many reasons why the Bowsher is the mill for you.

Sold with or without elevator. 10 sizes, 2 to 25 H. P.

N. P. Bowsher Co., South Bend, Indiana



The "Knickerbocker Cyclone" Dust Collector

For Grain Cleaners

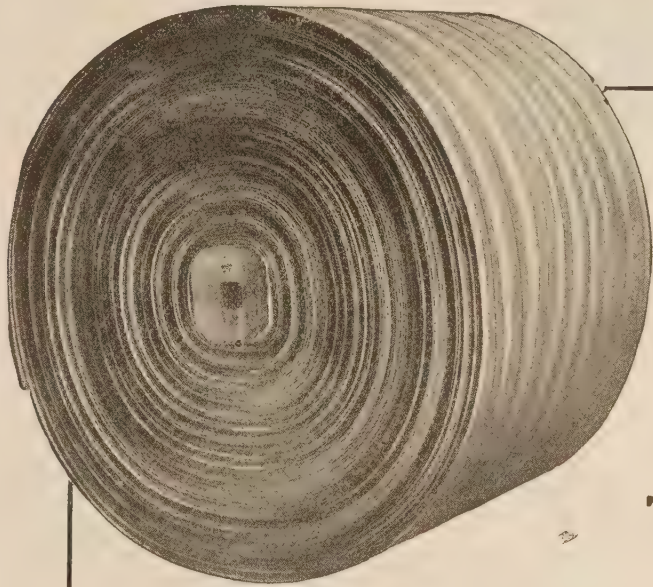
ALL STEEL

Write for Catalog

The Knickerbocker Company

Jackson, Mich





World-Wide
EXPERIENCE
Has Shown That
The Better the Belt—
The Cheaper in the Long Run

THERE is no question but that the number of interruptions in the grain elevator routine, due to unreliable grain belts, take a decided slump for the better with the substitution of a thoroughly good belt made by

GOODRICH

Not only that—but it means the beginning of cumulative economies in labor, time and repair expense, which not infrequently mount up to the sum total cost of a new belt,

and more, in a year's time. Why court difficulty by the use of any belts but the best? It's like *saving* at the spigot while *losing* at the bung-hole. *Start Saving now—Buy Goodrich.*

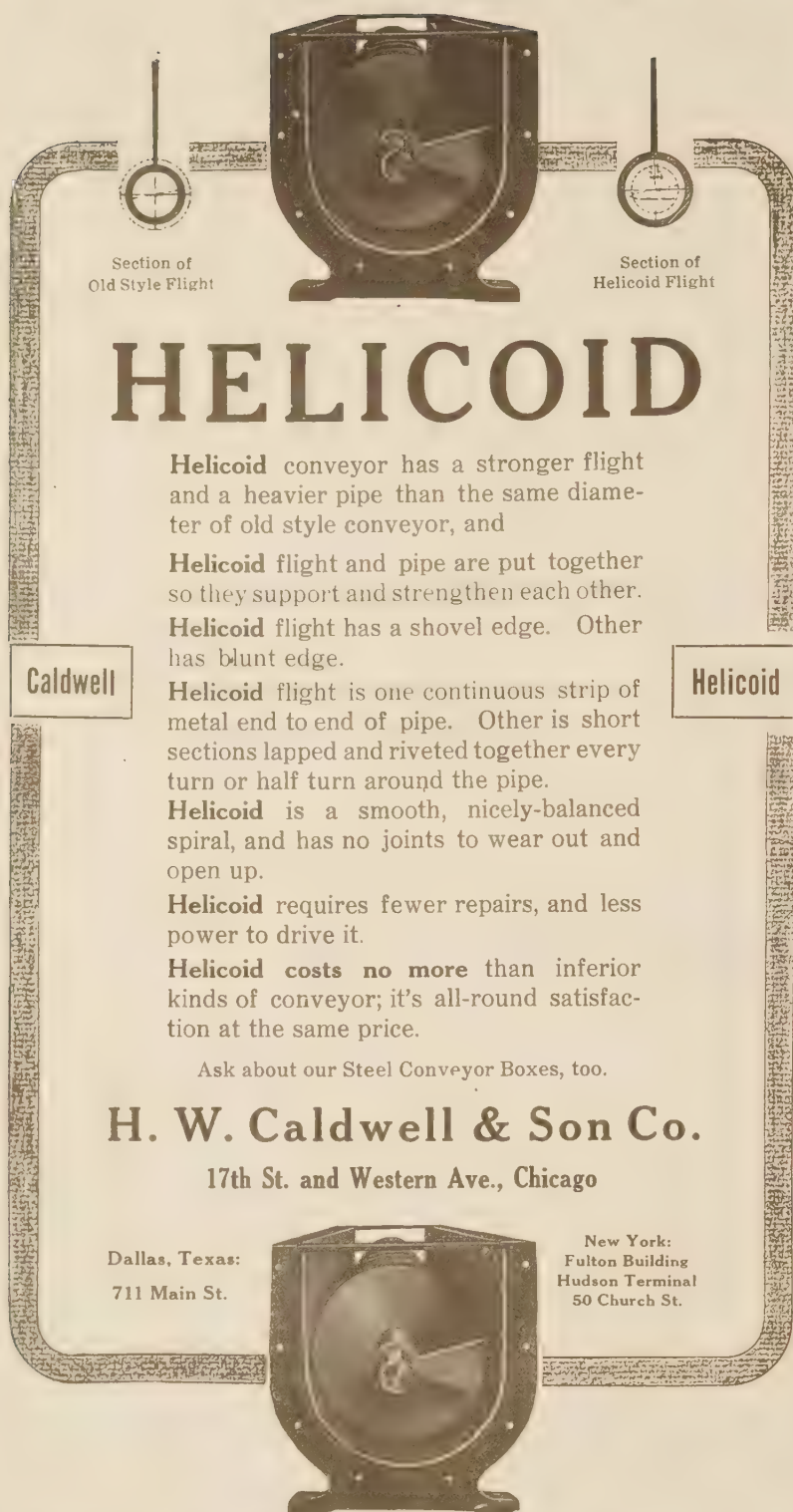
THE B.F. GOODRICH COMPANY

Makers of the Celebrated Goodrich Automobile Tires—"Best in the Long Run"

Factories: AKRON, OHIO

Representation Everywhere





Section of
Old Style Flight

Section of
Helicoid Flight

HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and Helicoid flight and pipe are put together so they support and strengthen each other. Helicoid flight has a shovel edge. Other has blunt edge.

Caldwell Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe. Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

Helicoid requires fewer repairs, and less power to drive it.

Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

Ask about our Steel Conveyor Boxes, too.

H. W. Caldwell & Son Co.

17th St. and Western Ave., Chicago

Dallas, Texas:
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New York:
Fulton Building
Hudson Terminal
50 Church St.

SEE THAT YOUR CONTRACT CALLS FOR

THE CUTLER MEAL DRYER

SOLD BY ALL MILL FURNISHERS



Not
An
Experiment

All Metal Steam Dryer

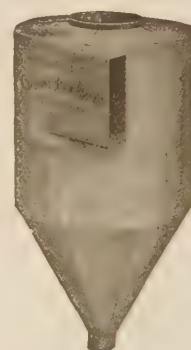
IN SUCCESSFUL USE 40 YEARS DRYING

CORN MEAL, HOMINY,
BREWERS' GRITS AND MEAL,
AND ALL CEREAL PRODUCTS
ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.

Automatic in operation, requiring no attention

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST



Let Us
Tell You
HOW

CONSERVATION

IS THE RULE TODAY

Save Money by installing a
Cyclone Dust Collector

CYCLONE BLOW PIPE CO.

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Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

ARE YOU WORRIED

about the condition of your grain?



Read the temperature of the grain in your bins

Send for Booklet

**THE ZELENY
THERMOMETER
SYSTEM**

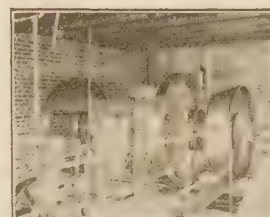
will keep you in touch with
the condition of the grain
stored in your bins and save
needless turnings.

WESTERN FIRE APPLIANCE WORKS

542 South Dearborn Street, CHICAGO

THE MONEY MAKING MUNCIE OIL ENGINE

IDEAL POWER FOR ELEVATOR SERVICE



Quickly started. Easily handled, requiring only incidental attention. Smooth governing, low fuel consumption, at full and fractional loads. Uses cheapest crude or fuel oil. Satisfaction guaranteed. Simplicity very appealing. Strongly constructed and long life. Write today for abundant facts and proof of what thousands of others have been accomplishing.

Bulletin No. 22 free upon request.

Sizes 10, 20, 25, 30, 35, 40, 45, 50, 55, 60, 70, 80, 85, and 100 H. P. Write today.

MUNCIE OIL ENGINE COMPANY

115 Elm St., MUNCIE, INDIANA

Transit Leaks

are unknown to the grain shippers
who use

KENNEDY Car Liners

Enormous Increased Sales prove the
Efficiency, Merit and Serviceability
of these liners.

The Kennedy Car Liner

is the only device offered the grain
shipper that makes a car Leak-Proof.
Cheap—Modern—Profitable. Write
now for particulars.

THE KENNEDY CAR LINER & BAG CO.
Shelbyville, Indiana, U. S. A.

GRAIN TRIERS

Which will not clog or bind. Steel tubing fitted with
maple pole. Point is turned of solid bar steel. Top is
fitted with a bronze collar. Trier is 56x1 3/4 inches and
has eight openings.

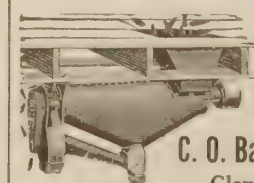
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Gibbs' Patent Dust Protector

is invaluable to operatives in
every industry where dust is
troublesome, affording perfect
protection with perfect ventila-
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many years in every kind of
dust. Nickel-plated protector
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**Triumph
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FOR ACCURATE MOISTURE TESTS

Use Our Grain Dealers Sample Cases
ST. LOUIS PAPER CAN AND TUBE CO.
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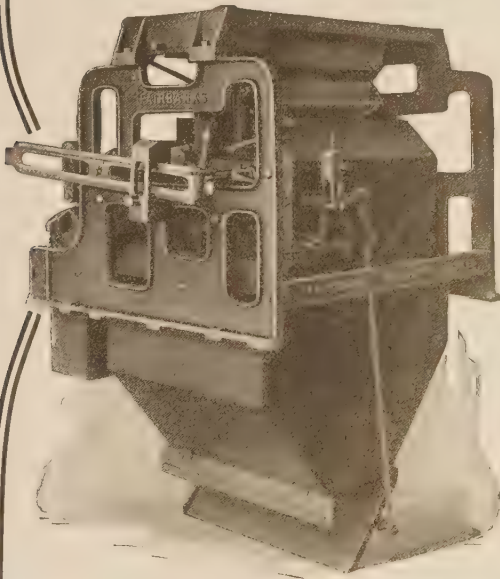
MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

Established 1878 Alton, Illinois
Insurance on Flour Mills and Elevator
Properties.

Grain Insurance for short terms a
Specialty.

CASH ASSET - \$548,396.68
G. A. McKINNEY, Sec'y

FAIRBANKS AUTOMATIC SCALE



Weighs same weight per discharge on all standard grains. Has one-piece even lever that cannot spring or get out of alignment. Handles cobs or trashy grain without clogging.

Improved compensating beam weighs residue without being shifted. Reinforced Hopper Brush prevents leakage. Interlocking mechanism will not allow grain to pass unweighed. An accurate, durable scale.

*More than a scale—
an efficient weighing
service*

Fairbanks, Morse & Co.

Chicago	Detroit	Omaha	Salt Lake City
Cincinnati	Kansas City	Portland	San Francisco
Cleveland	Louisville	St. Louis	Seattle
Denver	Los Angeles	St. Paul	Spokane

Come to Buffalo

FOR THE

G.D.N.A. CONVENTION

Glad to see you at
Room 916

Chamber of Commerce

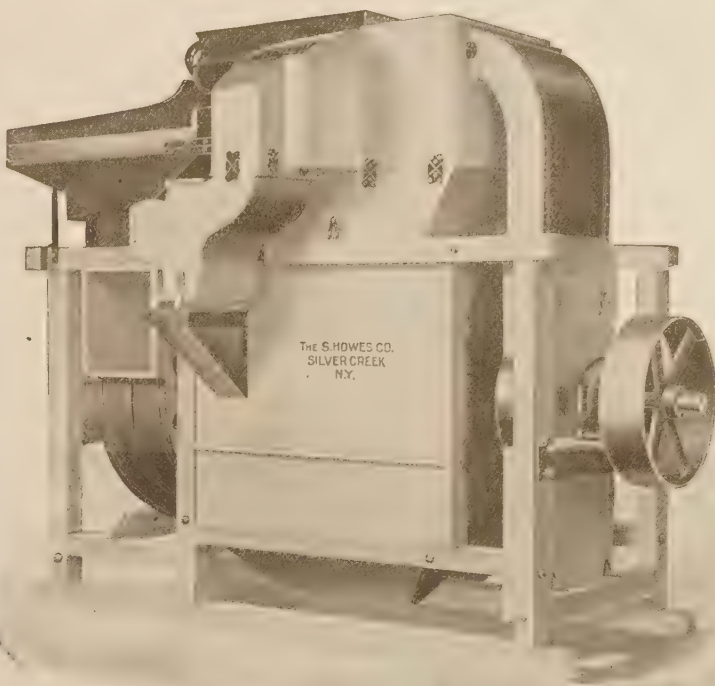
MILTON CROWE

Grain
Commission

Buffalo, N. Y.



"EUREKA" OAT CLIPPER



Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.

Catalog free



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SILVER CREEK, N. Y.



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Eureka Ball Bearing Oat Clipper

¶ When you want information concerning the things of vital interest in the grain trade and fail to find them, look in the

“Rosenbaum Review”

¶ Through this medium, a firm, big in the business, keeps its patrons and prospective patrons posted to the minute. A part of the superior service it renders.

¶ To those who keep in touch with the grain markets, but who are not directly interested, the charge for this service is \$5.00 per year. Bankers, railroad officials, business men in general, who read the “REVIEW” each week, are pleased to be able to subscribe to such a paper, and appreciate the information—*obtainable from no other source*—the inside of an up-to-the-minute organization, who to successfully conduct an enormous business, must keep itself intelligently informed and unlike any other in its line—gives to its patrons and subscribers the benefit of what it learns and the conclusions it draws—not based on theory—but the best teacher, experience. Truly—“in a class by itself.”

J. Rosenbaum Grain Co.

CHICAGO, ILL.

Galveston
Fort Worth
New Orleans

Terminal Elevators
Kansas City

New York
Oklahoma City
Omaha

An interior of the
1,000,000 bushel concrete grain elevator,
New Orleans, La.

Diamond

GRAIN ELEVATOR BELTS

have no apologies to make for past or present performance because they have the ingrained stamina to do the work and have never been found wanting.

A heavy demand is the criterion of a successful product anywhere and in this respect Diamond Grain Elevator Belts need not beg the question.

Another pleasing proof of their popularity was a recent order for 15,000 feet in assorted sizes to be used in the 1,000,000 bushel concrete grain elevator recently erected on the New Orleans water front by the Board of Commissioners of this port.

The Diamond product was selected because it toed the chalk line of hard requirements.

Make Diamond YOUR next equipment

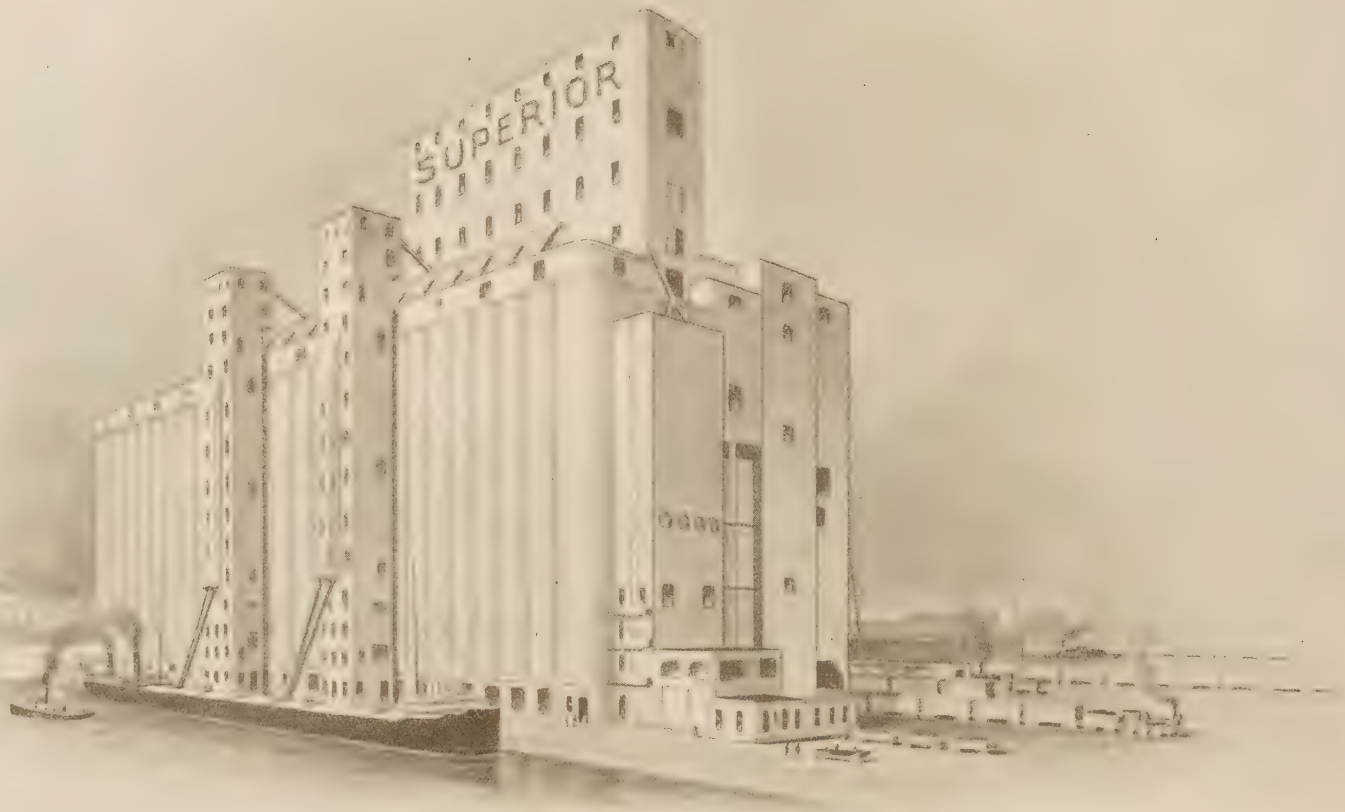
The Diamond Rubber Company, Inc.

Factories: AKRON, OHIO

Distributors Everywhere



BUFFALO'S Superior Elevator



Modern Complete 1,500,000-Bushel Elevator

Increased elevator facilities in Buffalo make this market more important to grain shippers, to grain consignors and to grain buyers than it has ever been before.

Our firm, with its increased facilities for handling incoming shipments and outgoing shipments appreciates the generous patronage of its many patrons during the past, **but we are looking for more business.** Eastern buyers will find it particularly profitable to confer with us now. Western shippers will do well to keep closely in touch with us.

New Oats Movement

This elevator is equipped throughout with modern machinery including cleaners, clippers, bleachers and Hess driers. Another marine tower has been added and this together with the flood light service makes it the most up-to-date and rapid house in the Buffalo market. We, therefore, are in a splendid position to handle those **New Oats**, regardless of their condition. Let us hear from you.

*Be Sure to Call at Our Office During Convention Week
and Make This Your Headquarters*

PRATT & CO.

Operating SUPERIOR ELEVATOR

Chamber of Commerce

BUFFALO, N. Y.

Three Leading Buffalo Grain Elevators

*Capacity
1,500,000
Bushels*



Evans Elevator, 250,000 Bushels Capacity.



Monarch Elevator, 500,000 Bushels Capacity.



Wheeler Elevator, 750,000 Bushels Capacity.

Your attention is called to the Wheeler, Monarch and Evans Grain Elevators, three of the leading houses in the Buffalo Terminal Market.

Two of these three elevators illustrated and described elsewhere in this issue are of concrete and steel construction and absolutely fireproof. These three plants are splendidly located and offer the best facilities in handling both rail and water shipments to and from Buffalo.

Being equipped with adequate marine and elevator legs, with cleaners and slippers of special construction, I am in a position to handle any class of business which you offer. During the season of 1916 these plants handled 32,000,000 bushels of grain, a splendid proof of their efficiency.

This company appreciates the generous patronage of its many customers in the past, but it is looking for more business, therefore, before selling your new oats or buying your requirements consult us. Our facilities for handling this business should save you money. Write us.

George E. Pierce

710-716 Chamber of Commerce - - BUFFALO, N. Y.

Come to Buffalo September 24, 25 and 26, and make our offices your headquarters during the convention. We want you here.



**Follow the Flag to
Buffalo, Sept. 24-5-6**

**URMSTON
GRAIN COMPANY'S
Buffalo Office Will Ex-
tend a Hearty Welcome
to the Grain Trade**



Fireproof Steel Elevator—Capacity 2,000,000 Bushels

¶ Rail and water deliveries to the great BUFFALO market, acting as it does in the capacity of a doorway to Eastern Seaboards and consuming trade, are most satisfactorily handled through the Elevators in BUFFALO. The ELECTRIC ELEVATOR is equipped with fast marine legs, the most up-to-date cleaning and handling machinery, ample trackage, affording quick unloading or loading possibilities. Our fast working house and plant is ready and prepared to handle an enormous business.

We Invite CONSIGNMENTS, Either
Lake or Rail, from Western Shippers

CONSIGNMENTS GIVEN SPECIAL ATTENTION

¶ VISITORS to the forthcoming GRAIN DEALERS' NATIONAL CONVENTION, September 24, 25, 26, are invited to visit us when we will be glad to extend our best offices.

THE ELECTRIC GRAIN ELEVATOR CO.

317-319-321 Chamber of Commerce - - - Buffalo, N. Y.

Come to Buffalo

September 24, 25 and 26, 1917

NOTHING will be left undone to make your visit enjoyable and profitable.

¶ And don't forget that we solicit consignments also furnish you bids and prices.

¶ Remember we are as close to you as your telephone.

The Churchill Grain and Seed Co.

Toledo, O.

BUFFALO, N. Y.

WE EXTEND A HEARTY

WELCOME

To members of the Grain Dealers' National Association and the grain trade in general, and cordially invite you to attend the Annual Meeting held in this city September 24th, 25th and 26th.

We Want You With Us. We have satisfied our customers, whether shipper or buyer, and our service has stood the test. Ask ANY Townsend-Ward customer.

THE TOWNSEND-WARD CO.,

CHAMBER OF COMMERCE
BUFFALO



Millers and Shippers of Grain and Mill Feeds

IN STRAIGHT AND MIXED CARS

A FEW OF OUR SPECIALTIES: No. 1 Chop Feed, Buffalo Stock Feed, Globe Creamery Feed, Globe Dairy Feed, Blue Ribbon Poultry and Pigeon Feeds. Anchor Molasses Horse and Dairy Feeds. *EASTERN FEED DEALERS INVITED TO CORRESPOND*

GLOBE ELEVATOR COMPANY, Buffalo, N. Y.

4,500,000-Bushel Concrete Central Elevators

ARE EQUIPPED WITH OVER

12,000 FEET OF

Hewitt Rubber Belting

Every bushel of grain conveyed or elevated in this monster plant is done on HEWITT BELTING and it is giving 365 days of satisfaction to the year. Other notable installations are:

C. & O., Newport News
Electric Elevator
Buffalo Cereal Co.
Export Elevator
Marine Elevator
Superior Elevator
Concrete Elevator

Chicago, Milwaukee & St. Paul R. R.
Elevator, Milwaukee, Wis.
New York Central R. R. Elevator Weehawken, N. J., and many others.
Iron Elevator
Archer Daniels Linseed Oil Co.
Clover Leaf Milling Co.

Spencer Kellogg & Co.
Mutual Terminal Elevator
Corn Products Refining Co., at Argo, Ill., and Edgewater, N. J.
Argentine Elevator of the Santa Fe R. R., at Argentine, Kan. (Over a mile of belt in this elevator.)

We are also manufacturers of the famous Hewitt K. O. H. Sulphur Belt. This is an acid resisting belt and has proven just the thing for elevators equipped with bleaching facilities. We guarantee absolutely to increase the life of any belt subject to the action of Sulphurous Acid. Samples and prices will be gladly sent on request.

When attending the G. D. N. A. Convention make a visit to our plant and see rubber belting made in one of the most modern rubber plants in the country. Our plant is only a short distance from the Statler Hotel.

The Hewitt Rubber Company

24 KENSINGTON AVENUE

BUFFALO, NEW YORK

Welcome to

Buffalo

SEPTEMBER 24th, 25th and 26th

G. D. N. A.

We want you with us. Make our offices your headquarters and become better acquainted with us.

Taylor & Bournique Co.

Shippers of Quality and Uniformity Oats, Federal Grade Corn

833 Chamber of Commerce

BUFFALO, N. Y.

We will be glad to have our customers and friends make our office their headquarters during *The Grain Dealers' National Convention*.

Service Is Our Watchword

To Buyer and Seller

Whitney & Gibson

Grain Commission Merchants

1009-1010 Chamber of Commerce, Buffalo, N. Y.

"Meet Me at Buffalo"

September 24th, 25th and 26th

SIMONS, DAY
& Co.

GRAIN, PROVISIONS, STOCKS, BONDS

429 CHAMBER OF COMMERCE.

GEORGE M. SCHULTZ, Mgr.

Consignments and Offers of Cash Grain to Arrive Solicited

Main Office, Chicago

ACKLEY
WATERLOO
CEDAR RAPIDS
WASHINGTON } Iowa

BRANCH OFFICES AT
EARLVILLE
PRINCETON
STERLING
POLO } Illinois { ROCKFORD
STREATOR
PEORIA
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NEW YORK CITY
BOSTON
BUFFALO

Armour Grain Company

CONSIGNMENTS SOLICITED

Chicago

Buffalo

Buffalo Cereal Company

(Owned and Operated by Armour Grain Company)

MANUFACTURERS OF

Bufceco Horse Feed

Bufceco Steam Cooked Feed

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Granulated, Table, Bolted Meals and Rolled Oats

BURNS GRAIN CO. BUFFALO, N. Y.

Consign Yourself To Buffalo

Care of
McCONNELL

To Be Handled to the Best Advantage on Arrival
September 24, 25, 26

You are cordially invited to attend the
Grain Dealers' National
Convention,

September 24, 25 and 26

at

BUFFALO

It will give you an opportunity to in-
vestigate our methods of serving
the trade to their entire
satisfaction and profit.

If you are not numbered among our
many satisfied customers, try us
out in that next car.

W. G. Heathfield & Co., Inc.

Chamber of Commerce, BUFFALO, N. Y.

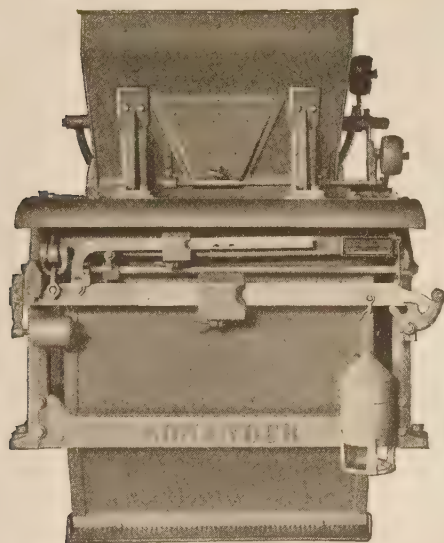
BROKERAGE

COMMISSION



RECEIVING

FORWARDING



Every grain shipper must "maintain adequate weighing facilities," etc., according to Section 21 of the Pomerene Bill. Then why not install a

SONANDER Automatic Grain Scale

You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

Write to your nearest office for booklet of accurate weighing of grain and the accuracy of the Sonander.

Howe Scale Co. of Illinois

418 So. Third St., Minneapolis, Minn. C. A. Fitch, Mgr.
409 Fourth St., St. Louis, Mo. F. L. Rogles, Mgr.
1510 Main St., Kansas City, Mo. W. C. Peak, Mgr.

Pacific Scale & Supply Co.
For Washington, Oregon and Idaho

46 Front St., Portland, Ore. Wm. Schweizerhof, Mgr.
546 First Ave., So. Seattle, Wash.



Humphrey Elevator Service and Efficiency

will mean larger dividends for you during 1917
A Saver Both of Millers and of Money—

Is the testimony of the Atlanta Milling Co. of Atlanta, Ga., after having installed several in their plants.

It saves the Millers by enabling them to get about the Mill with less effort than where stairs are used. It saves money by economizing the men's time and securing better inspection and operation of machinery.

Write for particulars

Humphrey Elevator Co., Faribault, Minn.
SOLE MANUFACTURERS

Elevator Machinery and Supplies

FLOUR and FEED MILL MACHINERY
STEAM and GAS ENGINES

PULLEYS, SHAFTING, GENERAL POWER TRANSMISSION
MACHINERY, ROLL GRINDING AND CORRUGATING

Largest Factory and Stock in Western Country

SEND FOR 450-PAGE CATALOG

GREAT WESTERN MFG. CO.

General Office and Factory
LEAVENWORTH, KAN.

Warehouse and Sales Room
1221-1223 Union Ave
KANSAS CITY, MO.

THE ELLIS DRIER COMPANY CHICAGO ILLINOIS U. S. A.



W. A. Thomson & Co., Louisville, Ky.—Elevator equipped with an Ellis Continuous Feed Drier. Janse Bros., Boomer Crain & Howe, Contractors.

"Quality First"

and cost as a second consideration is our policy in the manufacture of grain driers, and if you are in the market for a grain drier built to operate with the greatest efficiency and to produce the highest quality of product, we would be pleased to correspond with you.

The Ellis Drier Company

Postal Telegraph Building

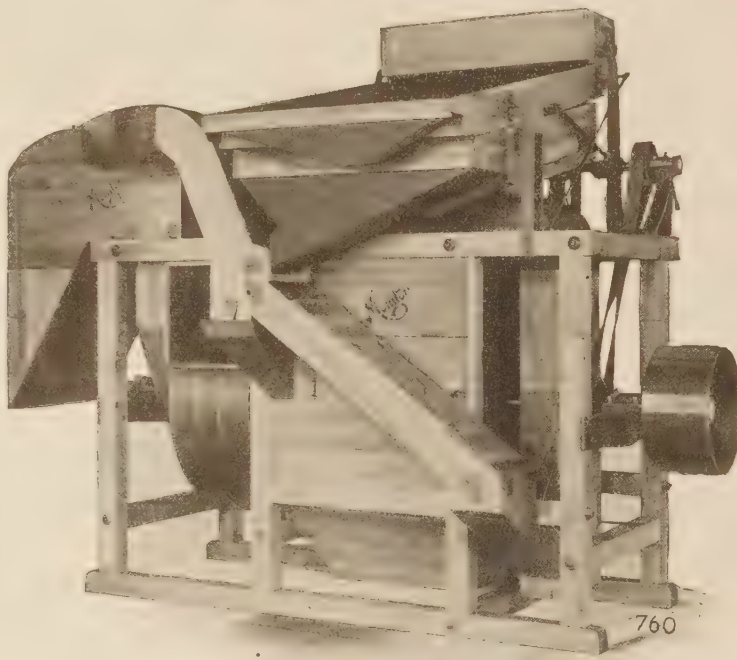
GRAIN
DRIERS

Chicago, Ill.

OAT
PURIFIERS



America's Best



Featuring outstandingly advantageous improvements—the foremost widely endorsed, *proven* successes in Oat Clippers: heavy-service construction, surpassing quality of materials and workmanship, pleasing simplicity and ease of operation, true uniformity in performance, dependability and durability are features that appeal to the critical, experienced purchaser.

3-in-1



Oat Clipper

Klean Klipping Klippers—the very *most* in perfect, non-wasteful oat clipping work for the *least* in power, care and expense. We find it unnecessary to make any fancy or exaggerated claims for the “Monitor”—their performance in hundreds of Elevators distinguishes them as leaders. See our literature—ask for new Catalog No. 58.

Smutter

This same Machine answers splendidly as a Scourer for smutty, or off-grade wheat. There are times when Oat Clipper users would like to scour and polish consignments of wheat, which one of these Machines would put to better grade value with a gratifying profit to the operator. Consider its advantages as a “straight” Oat Clipper, also, as a Smutter, nothing quite so efficient has ever been demonstrated.

Grain Cleaner

Again, this 3-in-1 “Monitor,” aside from being an incomparably perfect Oat Clipper and genuinely superior Smutter, is, *also*, a *Grain Cleaner*—by the use of “Carry-by Spout,” the operator can obtain two repeated screen cleanings, also, two perfectly controlled air separations—thus, handling oats, wheat, corn, rye or in fact any kind of grain cleaning work without employing the clipping cylinder. Ask for literature.

HUNTLEY MFG. CO., SILVER CREEK, N. Y.

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1917

NO. 3

The Port of Buffalo and Its Elevators

BUFFALO'S very active Chamber of Commerce has not neglected many opportunities to tell to the world the remarkable industrial growth of that city during the last 10 years. Buffalo's splendid location at the foot of Lake Erie, its excellent harbor facilities, the numerous trunk line railroads entering the city and the fact that cheap electric power is available are sufficient reasons for this increase.

These reasons are also enough to show why Buffalo has developed into a grain port of the first rank. The location made necessary the erection of large grain elevators which take care of the enormous streams of grain coming over the Great Lakes during the 8 months of the year that navigation is open. As the volume of grain increased these elevators were enlarged and new ones built, until today Buffalo boasts of some of the finest, biggest and best-equipped elevators in the country. These elevators are grouped about the harbor and city ship canal in close formation so that any panoramic view must include one or more elevators. The two accompanying illustrations show two views of the Buffalo harbor with grain carriers and elevators. Most of these elevators are described and illustrated elsewhere in this issue.

But location is not the only thing that is responsible for Buffalo's great grain trade. The improvement of its harbor facilities is a most important factor in making it better able to take care of big grain vessels.

Buffalo is really one of the great ports of the world and the volume of the water-borne traffic handled there may be realized by comparison with other ports. For the 8 months of the year that navigation is open, the tonnage handled at Buffalo exceeds that of Liverpool, Shanghai, Marseilles, Singapore or Colombo for 12 months if the coastwise tonnage of these foreign ports be neglected.

Twenty-five years ago



A GROUP OF ELEVATORS IN BUFFALO HARBOR

Buffalo did not own sufficient water frontage to dock the first fire tug purchased by the city. But now it owns many miles of frontage and there is a large space, so far undeveloped, but which is available for the immediate construction of piers, docks, slips, etc.

The protection of the harbor, now more than adequate, is due to recognition by Government engineers of its great importance.

The first lighthouse was built in 1820 and stood

in 1872—the first breakwater light.

In 1886 the wooden breakwater began to deteriorate and its reconstruction in concrete was begun. This was the first work of its kind in the United States, but proved highly successful and has continued in several stages and at intervals, until ultimately the whole breakwater will be rebuilt of concrete. The lighthouse crib also suffered from the elements at those points not continually submerged, and in 1899 the crib was covered with

vertical plank to prolong its usefulness. The light (a fixed red lamp of the fourth order) was raised 12 feet at the same time, to a point 53½ feet above the mean lake level. Its lantern (or glass cabin sheltering the actual light and lenses) while on its temporary stilts, encountered one of the strongest winds in the memory of the oldest inhabitant and was given up for lost, but owing to the care and foresight of the men in charge, this \$3,000 beacon was undamaged. In 1909 the steamer Frank J. Heffelfinger collided with the lighthouse, carrying away the overhanging deck, the davits, boat and landing ladder. In view of this and several less serious accidents, a fender of piles was driven to protect the new building, erected in 1914.

The light in this building, which is now the main



TYPICAL SCENE IN BUFFALO HARBOR SHORTLY AFTER NAVIGATION IS OPENED

harbor light, or "landfall," is of the oil vapor type, about 1,000,000 candlepower. It is a white, flashing (or intermittent) light, and owing to its elevation of 65 feet above the lake level, is visible from vessels 18½ miles away. On Lake Erie or Lake Ontario there is said to be no other combination of light and lenses so powerful as this.

For the protection of vessels in thick weather, the first fog signal was erected on the breakwater in 1880. This was replaced in 1893 by a bell and a 10-inch steam whistle, which so disturbed the citizens of Buffalo that the Government was persuaded to build a deflector to the landward, which sent practically the whole sound out over the waters and relieved the ears of land dwellers.

The fog signal of 1914, a diaphone, was the first of its kind in this country, the most modern and

effective sound producer yet devised for this purpose. It is in type like a reciprocating siren and emits a sound that is highly characteristic and peculiar.

For a foundation for the new light the crib under the old lighthouse was used. It is of wood, filled with stone, extending down to the solid rock. The new construction began four feet below the water line and concrete blocks weighing fifteen tons each were first placed, to bring the structure above the lake level. From this point massive concrete walls inclosing the lower part of the steel work extend up to the main deck. A structural-steel frame formed the skeleton of the building. This is faced with buff brick, trimmed with granite, in order to be a distinctive landmark by day. In every respect this \$60,000 building is thoroughly modern.

The War and the Seed Trade

BY WALDON FAWCETT

"OUR intention is to work in so far as possible through the regular channels of trade—that is the elevator men and the seedsmen—and to facilitate the procurement and distribution of seed in so far as possible without disturbing the normal commercial movement." This reassuring pronouncement as to Uncle Sam's seed policy in the crisis precipitated by the war has just been given to the Washington correspondent of the "American Grain Trade" by R. A. Oakley, chairman of the Committee on Seed Stocks, recently appointed by the Secretary of Agriculture.

That the Government, in butting in on the seed market, contemplates nothing radical, or at least that there is in prospect no innovation that will play havoc with the commercial trade will be welcome news to many elevator men, if we may judge from the letters of inquiry and protest that have recently been received in Washington from elevator men and others in the trade. Apparently the announcement that Congress had been asked to authorize Uncle Sam to assume the role of emergency seed dealer prompted on the part of many dealers in field seeds misgivings that the new turn of affairs would play havoc with their interests even as it is claimed the annual Congressional "free seed" distribution injures the business of dealers in flower and vegetable seeds.

Not only is it the expectation that the Government will utilize in its seed merchandising the regular distributive machinery of the commercial seed trade in so far as there is such machinery to hand but it is the intention to allow seed and grain men their full normal profit for their part in speeding up agricultural production. To be sure, Uncle Sam in his seed mobilization work is asking certain sacrifices of personal interest. For example, in the case of certain commodities—buckwheat for instance—millers have been asked to relinquish supplies needed for seed purposes—but when it comes to the task of moving field seeds from the growers to the users the Department of Agriculture is proceeding on the assumption that the commercial seed or elevator man is "worthy of his hire" as well as credit for patriotic service.

From the day that war was declared and the Government set out to speed up agricultural production, attention has been given to the problem of adequate and well distributed seed supplies as the first requisite of bumper crops. However, the project whereby Uncle Sam takes the seed responsibilities to a great extent into his own hands is the result of legislation in Congress enabling the Secretary of Agriculture to ascertain the demand for, the supply, the consumption, costs and prices, and all facts relative to the transportation and storage of various agricultural essentials including seeds. With reference to seeds, the Agricultural Department had been doing these very things without waiting for specific authorization but as it happens the new Congressional authority extends considerably farther in this quarter.

Uncle Sam is now empowered to not merely keep a finger on the pulse of the seed trade by the investigation of the size and location of stocks on

hand but to enter the market as an active factor by "procuring, storing and furnishing" seeds. With such sweeping authorization it is little wonder that some men in the trade grew alarmed lest Uncle Sam was ambitious to gobble up the field seed trade in general just as there is talk of the Government commandeering factories and coal mines, etc., to meet the needs of the war. However, as was said at the outset, the "American Grain Trade" has it straight from headquarters that Uncle Sam has no confiscatory scheme up his sleeve nor no desire to so act in a regulatory capacity as to impose burdens upon the seed interests.

As the situation is explained for this journal, the request made to Congress for capital with which to set Uncle Sam up in business as a seed baron was prompted largely by a desire to be in a position to act in an emergency rather than with any intention of interfering with the operation of the law of supply and demand in the everyday seed trade.

What the Government seed specialists had in mind in going to Congress is best indicated by a concrete illustration. After war broke the Federal officials got a bad scare on the soy bean situation. It seems that great quantities of beans that Uncle Sam desired to see made available for seed purposes were gobbled up by canners. If the Department of Agriculture had had money available it would, the officials confess, have jumped in and cornered the market but there was no money at hand for such heroic measures. As it happens this particular situation was saved by moral suasion, but the officials feel that this was a case of pure luck that might no be repeated once in a dozen times, hence their desire to have financial resources that will enable them to turn around quickly if circumstances require.

Another consideration that seems to render it advisable for the Government to be in a position to operate on a large scale in the seed market is the situation with respect to imported seed. It is the hope and expectation of Uncle Sam's seed board that the ultimate outcome of this war and the awakening it has induced will be to make America absolutely self-supporting or self-sufficient in the matter of field seed—and on that score they point with pride to what is even now being accomplished with respect to sugar beat seed. However, this millenium is, for the time being, some distance away, and in the meantime it is necessary for agricultural America to watch its step with respect to the supply of such seed as must be obtained from foreign sources.

The most convincing evidence of the need of Uncle Sam's strong right arm for handling the situation with respect to imported seed is seen in the situation that has arisen in Russia, to which country the United States looks for quantities of field seeds, particularly hairy vetch. The present chaotic conditions in Russia make it extremely difficult to get seed out of the country at all and the transportation situation, which necessitates dispatch over the long route, via Vladivostock, together with excessive ocean freights, tends to boost seed prices above what American farmers can afford to

pay. It is by no means certain that in a situation such as the Russian predicament, even Uncle Sam can find a solution for the seed dilemma but it is felt that the United States Government working as it is in close practical co-operation with the Allies can accomplish infinitely more than private seed interests could accomplish under the same circumstances.

A part of the new Congressional appropriation for a Governmental seed enterprise will go to perfect Uncle Sam's machinery for making mobile the seed stocks on hand. There will be ample means at hand for growing and regulating the distribution of seed stocks to an extent heretofore not attempted. This phase of the seed program represents, as most of our readers are doubtless aware, an activity which was undertaken on a limited scale as soon as war was declared and has continued down to date with the happy result that seed stocks have been so "equalized" that there has been no real famine in any quarter.

Without having a specific appropriation for war needs in the seed line the Secretary of Agriculture grasped the bull by the horns and appointed a special Committee on Seed Stocks with instructions to work on the leading crops including corn, wheat, oats, barley, rye, potatoes, flax, beans, peas, soy beans, kaffir corn and grain sorghums. The committee includes, in addition to Chairman Oakley of the Bureau of Plant Industry, L. M. Estabrook, Chief of the Bureau of Crop Estimates, William A. Wheeler, Specialist in Marketing Seeds, John E. W. Tracy, Assistant Superintendent of the Testing Gardens of the Bureau of Plant Industry, William Stuart, Horticulturist, C. P. Hartley, in charge of Corn Investigations, A. J. Pieters, Specialist on Forage Crop Investigations, and C. W. Warburton, Specialist on Cereal Investigations.

Meeting the immediate emergency, the Seed Committee, with no special fund at its disposal, had to make use of the regular County Agents on the Department's roll. With the new financing it will be possible to in future supplement the work of the County Agents by the efforts of the Committee's own field workers who will tour the seed sections on special detail. In the beginning however the Government has had to worry along with such assistance as the county agents could give and most gratifying are the results attained.

First of all, the Department's correspondents—some 15,000, including practical seedsmen and elevator men, had a hand in the work—made inventory of all seeds available for use for the 1917 crops and these inventories have been kept up to date by revision from time to time. With this information in hand the Government set to work through the same channels to redistribute or "equalize" the seed stocks of the country with the object of meeting shortages in certain regions and taking advantages of surplus stocks in other districts. Bulletins have been issued from time to time giving the names and location of dealers who have had stocks on hand and indicating (in the avoidance of actual figures) whether the available surplus stocks be large or small. The County Agents have been active in readjusting the nation's seed resources by this means but have had instructions to whenever possible conduct all negotiations through the recognized and established elevator or seed distributing interests in each locality.

That Uncle Sam was able to do as well as he did in locating seed stocks and marketing them quickly in the quarters where most needed must be set down largely as a stroke of good fortune, because, as has been explained, there were no funds available for buying the seed stocks that required transfer in many instances to distant parts of the country. The best the Government could do under the circumstances was to sanction a transaction between private parties and lend moral support. However, seed sellers responded right nobly to the demands of the emergency and without question took chances in getting payment for their stocks that might not have been justified under ordinary circumstances. It seems to have all worked out well in the end. There is a difference of opinion among experts as to whether or not there may be said to be a shortage of garden seeds in the United States but in

the case of field seeds the demand for seeds for late planting seems to have been pretty well taken care of. There has been some confusion due to the impression on the part of some farmers that the Department of Agriculture has field seed for free distribution or for sale but in the main the seed "mobilization" has worked smoothly.

Commendable as is the work that has been done by the Committee on Seed Stocks in hasty preparation to meet the demands of the current season, it is overshadowed by the plans for the future operations of this Federal agency when, amply fortified with cash, it attains the status of an important cog in the Governmental machine called into being for the period of the war. As has been intimated, the committee is already hard at work on the import seed problems which seem to become more complicated day by day and alongside these loom domestic seed problems that are causing some worry. For example, there is a prospect of a serious shortage on winter oats that will require all the ingenuity that can be mustered if it is to be combated.

Meanwhile the Secretary of Agriculture has launched an ambitious project which aims to secure for farmers essential information concerning the commercial seeds that they purchase. The furtherance of this scheme was the object of the conference which Secretary Houston recently held with the officers of the American Seed Trade Association and the Wholesale Grass Seed Dealers' Association together with representatives of twenty-one leading seed firms. The Secretary requested that in the case of each transaction in field crop seeds there be furnished, at the time of delivery, specific information as to name of the seedsman making the sale, the kind of seed, the proportion of pure live seed present with the month and year of germination test and the country or locality of origin in the case of imported seeds such as beans, soy beans, Turkestan alfalfa and red clover from southern Europe and Chile. It is proposed to put this plan into operation beginning with July 1 of this year and that this procedure shall be followed in the case of all sales of seeds in lots of ten pounds or over. The help of the Department of Agriculture is promised to the extent of facilitating the making of actual tests of samples of seeds at the various Seed Testing Laboratories of the U. S. Bureau of Plant Industry.

One very valuable service that Uncle Sam's Seed Committee is performing, and will continue to perform for the commercial seed trade so long as the war continues, takes the form of quickening the rail movement of seeds. With the car shortage that now exists and the congestion in traffic movement the seed trade might be in the same sorry plight as many another line of business were it not for the good offices of Uncle Sam. No general "preference order" has been issued with respect to seeds as has been done in the case of coal and iron ore but whenever there has been difficulty in getting cars for seed or undue delays in delivery the Seed Committee has taken the matter up with the Transportation Committee of the Advisory Commission of the Council of National Defense and through that medium with the Executive Committee and Car Service Commission of the American Railway Association. The result is that the Government has yet to hear of any instance in which seed shipments have failed to get through expeditiously.

CHANGES IN WHEAT GRADES

The Department of Agriculture has announced that some question has arisen with reference to the grading of "Mixed Wheat" and "Treated Wheat," and changes in these grades have been suggested. As the Department is desirous of having the opinion of the trade on these changes before they become permanent, dealers are invited to communicate their views on the subject to Charles J. Brand, chief of the Bureau of Markets, Department of Agriculture, Washington, D. C., before September 20.

The proposed changes are as follows:

Strike out all of the matter in section 21 follow-

ing "Grades for Mixed Wheat," and, in lieu thereof, insert the following:

Mixed wheat shall be graded according to each of the grade requirements common to all of the sub-classes of the class of wheat which predominates over each other class in the mixture, except that (1) all of the requirements in any sub-class as to the maximum percentage of wheat of other classes and sub-classes shall be disregarded, (2) when the predominating class is Soft Red Winter the test weights per bushel shall be those which are common to the sub-classes Red Winter and Soft Red only, and takable odor of garlic or wild onions, shall (3) mixed wheat containing garlic or wild onion bulblets, or which has an unmis be graded as sample grade. The grade designation of mixed wheat shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class which constitutes 10 per cent or more of the mixture.

Strike out all of the matter in section 8 following "Treated wheat," and, in lieu thereof, insert the following:

Treated wheat shall be wheat of which more than 10 per cent has been scoured, limed, washed or treated in any similar manner.

JULIUS H. BARNES

As head of the Food Administration Grain Corporation, Julius H. Barnes has taken upon himself a greater burden of responsibility than any grain man ever shouldered before. While the appointment to this position must have been gratifying to Mr. Barnes, although he is working without com-



JULIUS H. BARNES

pensation of any kind, still more so must have been the entire confidence which the grain trade has in his ability to carry it through.

For many years Mr. Barnes operated at Duluth and was known as the largest exporter of wheat in the country. When the war broke out three years ago, so many transportation difficulties developed at the seaboard that he shifted his office to New York, and has been identified with that market ever since.

It is hardly likely, however, that he will ever give up entirely his Duluth affiliations, for he did many things for that community while there and it has a warm place in his heart.

In administering the new Government Corporation Mr. Barnes has an extraordinarily strong staff behind him, some of the ablest grain men of the country. And while they will share the labor, he will carry most of the responsibility, and the success of the Administration plan will succeed or fail largely on his ability to meet the problems that arise. But it is inconceivable to the mind of anyone that he can possibly fail, because he has the confidence and the good will of the entire trade.

THE GRAIN ZONES.

For convenience and in the interest of greater efficiency, the country has been divided into 12 zones with a Government agent in each, acting under the Food Administrator. The general head of the grain business of the government is Julius Barnes, whose office is in New York. The zones and the administrative head of each, are as follows:

Zone 1—States: Maryland, Virginia, West Virginia, District of Columbia. Address: Geo. S. Jack-

son, U. S. Food Admin. Agent, 20 Chamber of Commerce Bldg., Baltimore, Md.

Zone 2—States: Illinois, Iowa, Wisconsin. Address: H. B. Jackson, U. S. Food Admin. Agent, 202 Provident Bldg., Chicago, Ill.

Zone 3—States: Arizona, Texas. Address: E. F. Newing, U. S. Food Admin. Agent, Galveston, Tex.

Zone 4—States: Minnesota, North Dakota, South Dakota, Montana. Address: F. L. Carey, U. S. Food Admin. Agent, Chamber of Commerce, Minneapolis, Minn.

Zone 5—States: Colorado, Kansas, Utah. Address: D. F. Piazzek, U. S. Food Admin. Agent, Postal Telegraph Bldg., Kansas City, Mo.

Zone 6—States: Arkansas, Louisiana, Mississippi. Address: C. B. Fox, U. S. Food Admin. Agent, 1112 Hibernia Bldg., New Orleans, La.

Zone 7—States: Connecticut, Delaware, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Rhode Island, Vermont. Address: J. H. Barnes, U. S. Food Admin. Agent, 42 Broadway, New York City.

Zone 8—States: Nebraska, Wyoming. Chas. T. Neal, U. S. Food Admin. Agent, Omaha Grain Exchange, Omaha, Neb.

Zone 9—States: Indiana, Ohio, Pennsylvania. Address: H. D. Irwin, U. S. Food Admin. Agent, 304 Bourse Bldg., Philadelphia, Pa.

Zone 10—States: Idaho, Oregon, Washington. Address: M. H. Houser, U. S. Food Admin. Agent, Board of Trade, Portland, Ore.

Zone 11—States: Alabama, Florida, Georgia, Missouri, Kentucky, North Carolina, South Carolina, Oklahoma, Tennessee. Address: Edw. M. Flesh, U. S. Food Admin. Agent, 626 Pierce Bldg., St. Louis, Mo.

Zone 12—States: California, Nevada, New Mexico. Address: R. A. Lewin, U. S. Food Admin. Agent, 343 Sansome St., San Francisco, Cal.

COUNTRY SHIPPERS MUST PROTECT THEMSELVES

Country elevators will do well to take notice of the following, which is taken from the instructions to elevator operators sent out by Herbert C. Hoover in his capacity as Food Administrator for the United States. This agreement is legal even in those states which have regulations on the subject, as the Food Administration Law takes precedence over all local legislation:

"The regulation now governing the license for elevators require:

- Such forms of reports as the Food Administration may desire;
- That trade practices be fair and reasonable;
- The facilities for storage be not granted to others than the Food Administration or its agents for a period longer than thirty days in respect to wheat and rye.

"We suggest that elevators issuing storage tickets or warehouse receipts should add in addition to the other customary provisions of such, the following:

"It is agreed that if the grain represented by this receipt shall remain in storage beyond the period of thirty days after date hereof, the undersigned warehouseman is authorized to sell the same or to ship the same to the nearest terminal market for sale for the best price obtainable, and shall pay over the proceeds to the holder of this receipt, less lawful storage and other charges."

"You will readily see that you will need some such provision in the terms of the storage ticket or warehouse receipt."

ENGLAND added 6 per cent of the acreage under cultivation this year and will make a further increase next year.

IT is estimated by the Board of Agriculture that it costs \$56.43 to grow, harvest and market an acre of wheat in England, as compared with \$35.63 before the war. Also the yield is less now than formerly so that the cost per bushel is proportionally even greater.



THE grain trade meets at Buffalo on September 24. This will be more nearly literally true this year than ever before in the history of the Grain Dealers National Association. There have been more changes, more innovations in the trade during the past eight months than during the preceding half century. The main features of the course we are to pursue from now on are known and, under the circumstances, are fairly satisfactory, but the narrow channel through which we are permitted to navigate is beset with hidden rocks and strange currents. In the hope that these rocks and eddies will be more fully charted by the leaders of the trade and the Food Administration, grain dealers from all parts of the country, from obscure shipping points and the largest terminals, will flock to Buffalo. It will be the largest and the most representative meeting of the grain trade ever gathered together, and the officers of the Association have seen to it that the place, the time, the program and the entertainment measure up to the opportunity and the responsibility that the situation affords.

The time, September 24, 25, 26, has been before us for many months.

Buffalo has the honor of entertaining the great War Convention of grain dealers, and Buffalo knows full well the big job she has undertaken and is alive with eagerness to show the trade what a regular convention is. It is her first opportunity. In 1905 the Association met at Niagara Falls, but this is the first time Buffalo has had a real chance to spread herself, and she isn't overlooking the bet.

But even those who visited Buffalo in 1905 would scarcely recognize the city as it is today. As an indication of the changes which have taken place since that time: In 1905 the bank clearances of the city were \$350,567,505.38; in 1915 they were \$611,514,647. Even a better indication of the change is in its grain receipts. The yearly average for the five years 1906-1910 was 151,193,000 bushels; in 1915 the receipts were 258,404,000 bushels, and in 1916, 186,982,838 bushels. During the 10-year period following 1905 the population increased at the rate of about 10,000 per year and the 1920 census will show it close to 650,000.

The appearance of the city has improved no less than its financial and numerical standing. Each year the building permits increase in number and with a higher average value of the buildings erected. Hotels, office buildings, stores and factories have sprung up in great numbers and in every line the city boasts some of the largest and most beautiful in America. But in no line, perhaps, have the improvements been more noteworthy than in its grain handling facilities. The present grain storage capacity is well over 24,000,000 bushels, divided among 31 plants, some of which compare favorably with the finest in the country.

THE GEORGE E. PIERCE ELEVATORS

Among the many elevators at Buffalo the pictures in this issue show three characteristic houses operated under one management. These are the Wheeler, Monarch and Evans Elevators.

The Wheeler Elevator was built by the Monarch Engineering Company, H. R. Wait, president, and was completed in the fall of 1909. It is built of

reinforced concrete and steel and is absolutely fireproof. It has a capacity of 750,000 bushels. There are two inside legs which have a handling capacity of 30,000 bushels an hour. The marine elevation leg has a capacity of 18,000 bushels an hour. The building is located on the Buffalo Creek Railroad and is accessible to any railroad entering or leaving Buffalo, and can handle boats of the largest draft operating on the Great Lakes.

The owner of the Wheeler Elevator, A. J. Wheeler of Buffalo, is the owner of the Monarch Elevator, also a fireproof elevator of steel construction, 500,000 bushels capacity, built by the Steel Storage and Construction Co. of Buffalo (since retired from



BUFFALO CHAMBER OF COMMERCE
Home of the Corn Exchange.

business), of which Mr. Wait was chief engineer, so that he is entitled to the engineering credit for both elevators, which are believed to be the most economical to operate in the city of Buffalo.

The Monarch Elevator is operated in connection with the Evans Elevator, 250,000 bushels capacity, which is owned by George E. Pierce, also of Buffalo, the latter gentleman being manager of both the Monarch and the Wheeler Elevator properties. All three of these elevators are shown on Page 161. The Evans Elevator is much older than either the Wheeler or Monarch houses, but it is in perfect physical condition from cupola to basement and is doing the best of work and as economically as the better class of strictly modern houses, having during the past two years been completely remodeled and brought up to date in every respect.

The combined storage capacity of the three houses is 1,500,000 bushels. They are all provided with cleaning machinery, but that of the Evans Elevator is perhaps of the latest design. The machinery was all made by the Huntley Manufacturing Company of Silver Creek, N. Y., and includes the following machines: In the Wheeler and Monarch Ele-

vators, No. 11 Blowing Machines; in the Evans Elevator, No. 11 Clipper, No. 10 Separator, and four Special Separators, the latter being new and constructed for special work, the Evans Elevator being the only house east of Chicago having these machines. The company is therefore in position to handle any class of business which may be offered to it, having during the season of 1916 handled over 22,000,000 bushels of grain.

Mr. Pierce has been identified with the grain elevating business at Buffalo for the last 20 years, having started in business in 1909 and has built up a very successful cash grain and elevation business. He is reported to have taken an option on the Mutual Elevator, a fireproof steel and brick house which is the equal of any elevating equipment in the city of Buffalo. This will place under the Pierce management four elevators with a combined capacity of 4,500,000 bushels, with six elevating legs and 12 loading spouts, four car unloading equipment, all accessible to any road entering or leaving Buffalo. A company with this equipment could elevate three boats at one time and should be able to give a service equal or better than any in the city of Buffalo. Mr. Pierce's experience in the transportation field is wide and the addition of the Mutual Elevator to this organization should very greatly increase the value of the facilities to the port of Buffalo and the public operating through there.

SUPERIOR ELEVATOR

One of the newest and best constructed of Buffalo houses is the Superior Elevator, erected by the Monarch Engineering Company and operated by Pratt & Co. In general arrangement the plant consists of a workhouse and 42 circular bins, with interstice and outer space bins, having a total capacity of 1,500,000 bushels. On one side of the elevator is a cleaning house with bins above and below the cleaners, which consist of two oat clippers and two receiving separators with complete sweeper system. The upper bins can be filled direct from unloading vessels or cars or from any of the storage tanks, while the bins under the cleaner can be emptied through loading spouts or to elevators to the distributing conveyors.

The plant is equipped with a movable marine leg which can be placed, under its own power, at any point along the water frontage of the elevator. The tower is a complete unit in itself with elevating, weighing and distributing facilities. It has an hourly capacity of 25,000 bushels per hour.

On the land side are four tracks and six car pits for receiving grain. It is lofted from these pits by three elevators, weighed in 2,000-bushel scales in the cupola, and from there given direct distribution to about half the storage bins or, by conveyor, to any of the storage bins.

At one end of the elevator is a Hess Drier in a separate building. There are bins over the drier which can receive grain direct from the receiving scales or the marine tower. The dried grain is elevated by means of an outside elevator leg and delivered by direct spouting into the storage bins of the main elevator. There is also a modern bleacher.

All the grain operations in the house can be car-

ried on independently of all others, electric power being used throughout. The handling capacity is 25,000 bushels per hour in or out of vessels and 75 to 100 cars per day, in, and 300 cars per day of 10 hours, out.

CONNECTING TERMINAL ELEVATOR "A"

The Connecting Terminal Elevator "A" was completed in 1915, taking the place of the old structure which was destroyed by fire on March 9 of the year before. It is located on the City Ship Canal and

ing grain to any part of the house. These legs have a capacity of 24,000 bushels per hour each. In addition the house is equipped with three inside lofter legs of 15,000 bushels capacity per hour each, and a car leg that can handle 8,000 bushels per hour.

The shipping facilities can handle outgoing grain faster than it is taken in. The canal spout can load into barges at the rate of 30,000 bushels per hour, and three cars can be loaded at the same time and 300 can be filled in a 10-hour day, the railroad yard being on the line of the Pennsylvania Railroad.

GLOBE ELEVATOR

The Globe Elevator Company operates a 150,000-bushel elevator in connection with its mixed feed plant which is one of the largest in the East, having an output of over 20 cars per day. The plant consists of three buildings, each of 210 feet long, besides the elevator, the warehouse having a sack storage capacity of 150 cars.

The plant is located on the Erie Railroad and is operated by electricity. From the car receiving sink under the track, the grain is carried to two



SECRETARY FRED E. POND



PRESIDENT F. A. McLELLAN



VICE-PRESIDENT DUDLEY M. IRWIN



TREASURER W. J. HEINOLD

Officials of The Buffalo Corn Exchange



CHIEF INSPECTOR P. D. CONNORS

has track facilities for storing 200 cars. The Monarch Engineering Company, of Buffalo, planned and erected the structure.

The plant is of reinforced concrete construction, supported on piles that extend to bedrock, 36 feet below the surface of the water. It is 224 feet long and 66 feet wide. There are 30 cylindrical tanks with a capacity of 25,000 bushels each; 18 interstice bins with capacities from 11,000 to 12,000 bushels each, and 30 quarter bins of 4,000 bushels each, making a total storage capacity of 1,048,000 bushels.

On the river side are two movable marine towers that can be moved the entire length of the house. They are equipped with ship legs, garners and scales, and a lofter leg for elevating and distribut-

The machine equipment consists of two Monitor Grain Cleaners, each with a capacity of 5,000 bushels per hour, and a complete sweeper system made by The Day Company of Minneapolis, which collects and bags the dust and dirt from every part of the house. Three 2,000-bushel Fairbanks Scales of the trussed lever type and 400-bushel scales take care of the weighing end. The spouting and conveyors are from the Webster Manufacturing Company, of Tiffin, Ohio, and the entire plant is operated by electricity.

The new elevator is owned and operated by the Connecting Terminal Railroad Company, of which George D. Dixon is president; P. R. Perkins, manager, and Charles F. Strasmer, superintendent.

lofter legs, where it is elevated, weighed and distributed.

The cleaning department is very complete, as most of the grain received goes into the products of the plant. It comprises a 2,000-bushel Monitor Cleaner, 2,000-bushel Invincible Oat Clipper, a large special cleaner for wheat with a capacity of 3,000 bushels, and four special separators beside the 25 mustard separating machines.

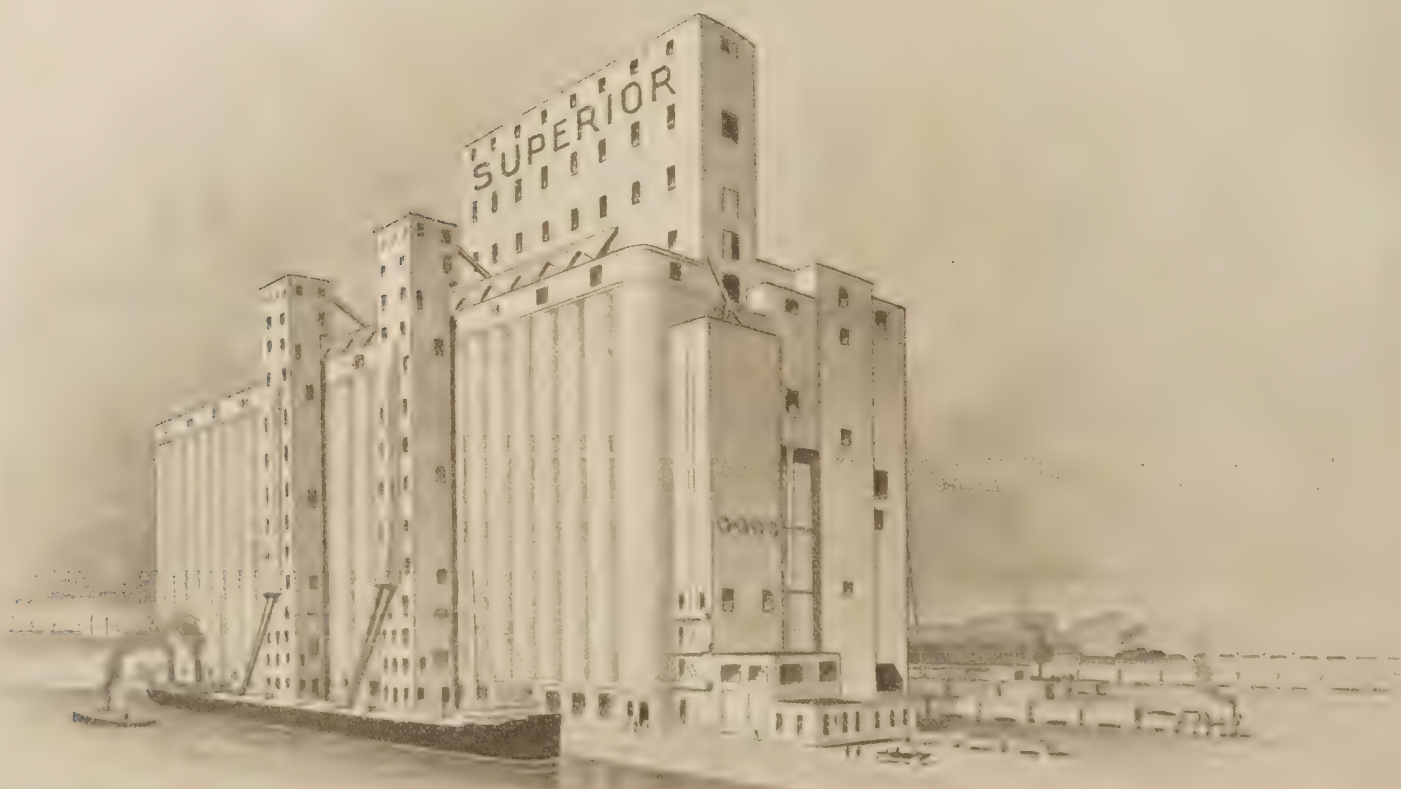
The feed department of the plant includes in its equipment eight stands of rolls for grinding feed, four attrition mills, seven hexagon reels, a molasses mixer, a molasses tank of 10-car capacity, three special scourers and three mills for cracked corn.

The products of the plant are well known wher-

The Leading Grain Elevators of Buffalo



THE ELECTRIC ELEVATOR



THE SUPERIOR ELEVATOR



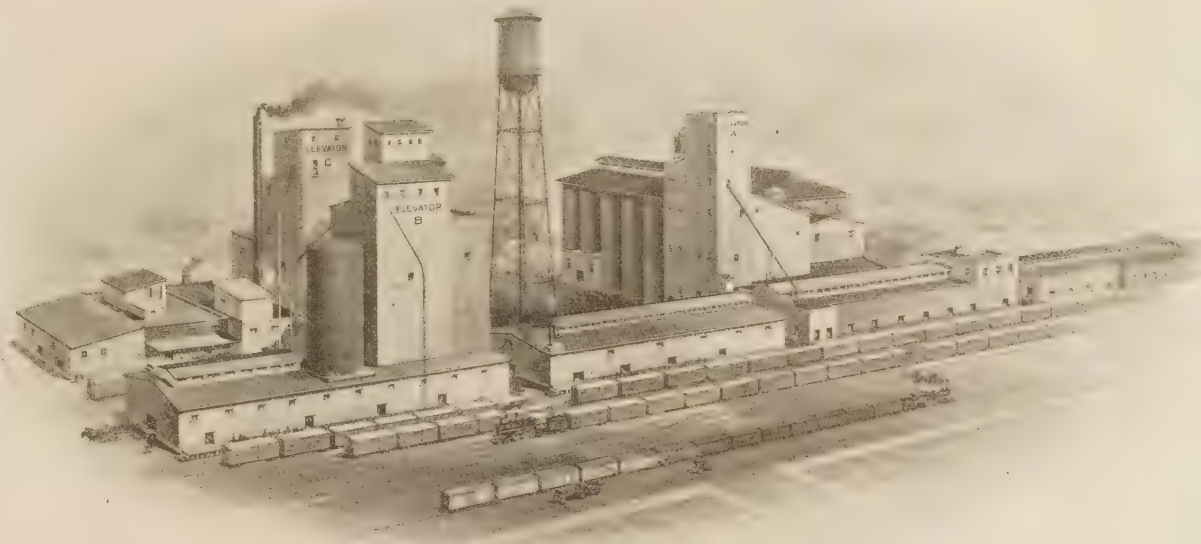
THE MONARCH ELEVATOR



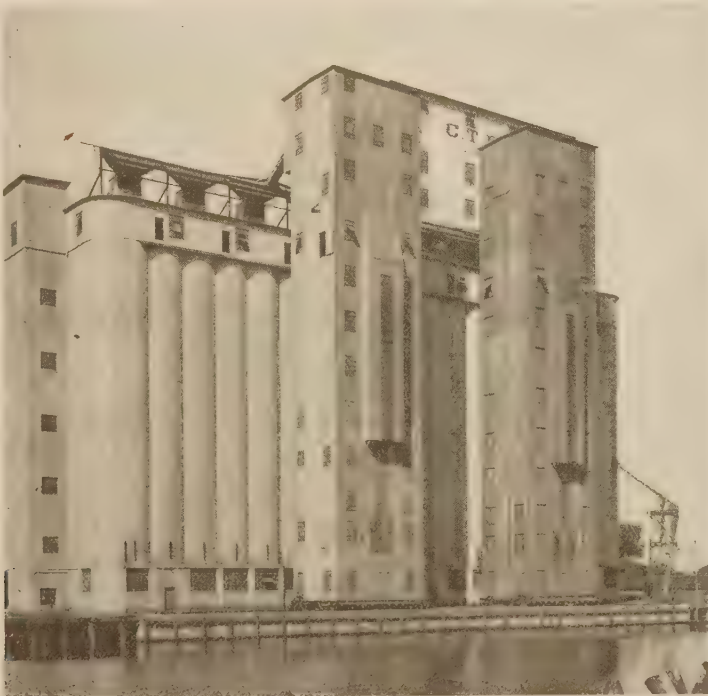
BUFFALO CEREAL PLANT OF THE ARMOUR
GRAIN COMPANY



THE EVANS ELEVATOR



THE GLOBE ELEVATOR



THE CONNECTING TERMINAL ELEVATOR



THE WHEELER ELEVATOR



BUFFALO'S ENVIABLE LOCATION

ever horse and dairy feeds are used. Anchor Brand Horse and Dairy Feeds and Blue Ribbon Horse and Poultry Feeds are among the chief products, but in addition to these standard lines the mill also has a capacity for making 15,000 bushels per day of cracked corn and cornmeal and 5,000 bushels of dustless crushed oats.

ELECTRIC ELEVATOR

One of the largest storage plants at Buffalo is the Electric Elevator, operated by the Electric Grain Elevator Company, of which O. M. Mitchell is president; Yale Kneeland, secretary, and H. T. Kneeland is treasurer. It is situated between the Buffalo River and the Buffalo Creek Railroad, being served by both boats and cars. The workhouse extends along the river frontage and the 24 steel tanks reach back 355 feet the total storage capacity being 2,000,000 bushels. The plant took its name from the fact that it was the first Buffalo house to be operated throughout with electric power.

On the river side are two marine legs, one stationary and the other mounted on wheels to be moved to any position in front of the workhouse. Each leg has a capacity of 12,000 bushels per hour. There are in all five elevator legs, one for the canal, two lofter legs and two for out of store. The loading capacity is 175 cars in 10 hours. During the past five years the elevator has handled approximately 100,000,000 bushels of grain.

The construction features of the elevator are somewhat unusual and interesting. Its foundation is on bedrock, which at this point is only 7 feet below water level. The main building, marine towers as well as the tanks are of steel. Elevator legs, garners and scale hoppers are all built of steel and all machinery is mounted on steel girders. The belt gallery over the tanks is all steel, 17 feet wide and over 300 feet long. The tanks are of various sizes from 25,000 to 100,000 bushels each. They are airtight and moistureproof and all have self-cleaning hopper bottoms.

The company does an extensive consignment business in lake and rail grains, this business being handled in a department independent of the elevator.

BUFFALO CEREAL ELEVATOR

The Buffalo Cereal Elevator, which was built by Monarch Engineering Company for the Buffalo Cereal Company, is now operated, together with the cereal plant by the Armour Grain Company, being one of the many large cereal plants this great firm has taken over during the past year.

The elevator is of reinforced concrete construction and has a storage capacity of 125,000 bushels. The feed mill has a capacity of several hundred tons of feed per day, and the two-story storehouse for the finished products is 200 feet in length. The entire plant is driven by electric power from Niagara Falls.

The house is located directly on the main line of the New York Central Railway and on the Erie Railroad. The facilities for handling both in and out grain are excellent, and it is quite essential that they should be, for the business of the mill is of huge proportions, corn and oats products being the chief output.

THE CORN EXCHANGE OF BUFFALO

It is not recorded, but we suspect that the reason the Buffalo Exchange adopted the name "Corn" in its title is that the greater part of the grain passing through the market is normally destined for foreign consumption, and as the term "corn" means "all the grains" in England and Europe, the early fathers of the Exchange thought that title would convey more meaning to the bulk of their customers.

The Corn Exchange has become an influential factor, not only in the city, but in the whole state. The weight of its influence has always been along the line of progress, and when the history of the State Ship Canal is written, the Buffalo Exchange will have a conspicuous page.

The present officers are F. A. McLellan, president; D. M. Irwin, vice-president; W. J. Heinold, treasurer; Fred E. Pond, secretary; P. D. Connors, chief grain inspector and weighmaster. Few if any exchanges in the country have an official roster of men better or more popularly known.

GRAIN INSPECTION AND WEIGHING SERVICE

Grain inspection at Buffalo has been recognized officially for more than 45 years. In the year 1869 an Official Inspection Department was established by the Merchants' Exchange and was continued under the auspices of this body until some years later when the Chamber of Commerce was organized. The Inspection Department was continued without any change being made in the methods of operation, and it was during this time that an official Weighing Bureau was inaugurated. On April 1, 1906, the Corn Exchange commenced activities, and since this date has maintained and operated the trading floor and the Inspection and Weighing Departments, and in general assumed from the former association complete jurisdiction in matters pertaining to the grain trade at the port of Buffalo.

The Buffalo market takes a great deal of pride in

the high state of efficiency maintained not only in its Grain Inspection Bureau, but also in its Weighing Department, both of which departments extend to all elevators and mills in the market. Buffalo official grades and weights are of such recognized high standing in the entire grain growing section of the Middle West and Northwest, and especially throughout Ohio, Illinois and Indiana, which states are directly tributary to Buffalo, that numerous shippers route their grain through the Buffalo market in order to obtain Corn Exchange official certificates of inspection and weight. These certificates are obtained by having the respective departments of the Exchange inspect and supervise the weighing of the grain through one of the many Buffalo elevators, and the issuance of such certificates are a guarantee of the correct classification and weight of the grain.

The Buffalo Corn Exchange is always on the alert in order that the highest efficiency may obtain and for this purpose is constantly checking the weighing facilities at the various houses, and employs an expert scale man, whose duty for the past thirty years has been not only to test scales and keep same under proper seal, but to check the general conditions at all elevators for the sole purpose of obtaining accuracy; also the Inspecting and Weighing Department, through its deputies, examines all cars on day of arrival—noting any inspections against the physical condition of the car box, defects in grain doors; records the seal condition on both sides of car; also take a record of which seal is removed when inspection is made; also records the Corn Exchange seal, which is applied after inspection of the grain; a similar examination of the physical condition and seal record is made on arrival of all cars at elevators for unloading. All exceptions, which are noted as against the physical condition of the car or defects in seals, are reported on a specially prepared condition certificate, and are tabulated daily and delivered to the local merchants for mailing to the shipper. The physical examination of cars is absolutely impartial and is most valuable to the shipper in connection with claims for losses in transit.

The Exchange maintains an efficient force of well trained deputy grain inspectors and weighers, and the department is at all times well equipped to handle the large quantities of grain received in a most thorough and efficient manner. While new men are from time to time under expert training, it is most gratifying to note that many of the deputies are men of experience covering many years of service in the department. The Exchange, realizing that prompt service is one of the first essentials in the handling of grain, operates two automobiles in order that official samples of cars may receive quick delivery to the office of the chief inspector for final



A SCENE IN DELAWARE PARK



ALBRIGHT ART GALLERY



LAFAYETTE SQUARE



McKINLEY SQUARE



HISTORICAL BUILDING, DELAWARE PARK



A BUSY DAY IN BUFFALO HARBOR



THE ELECTRIC BUILDING

inspection, and thereafter delivered to the members of the Exchange for disposition before the close of the market on the day of the arrival of the grain at Buffalo.

It is interesting to note that grain received at Buffalo is in such large volume and from so many different established markets, where official inspection departments are maintained, that the Buffalo Inspection Department holds an exceptional position for a comparison, not only of the varying quality and character of the various grains from different points, but also the degree of uniformity applied in the grading of grain at inspection centers.

P. D. Connors, the chief grain inspector, is at the head of an operating force of 30 deputies, looking after the inspection and weighing of all rail and cargo grain in and out of Buffalo elevators; also an additional force of 15 deputy instore tallymen, supervising the into-store weights of cargo grain in and out of the elevators. Mr. Connors has been a resident of Buffalo all of his life, and has been connected with the actual inspection and weighing of grain for the past 20 years in the official Buffalo Inspection and Weighing Department. During part of Mr. Connors' period of service, he has filled the position of assistant chief grain inspector and weighmaster, and in the year 1916 was promoted to the

PERSONNEL OF EXCHANGE

The Corn Exchange could not have made its excellent showing except as the personnel of the membership gave force to the organization. Among these members certain firms stand out prominently in all the progressive undertakings of the Exchange.

THE TOWNSEND-WARD COMPANY

The Townsend-Ward Company was organized in March, 1906, W. E. Townsend, president, and A. T. Ward, secretary-treasurer. Previous experience in grain business for both, prior to this organization, ranged from 15 to 20 years. Capitalization at organization was \$12,000, which has since been raised at various times to \$35,000, \$50,000, and \$150,000.

The business from the very first showed life and has not ceased to progress during the 10 years of existence, each consecutive year showing marked advancement over the previous one.

In the early part of 1915, the officers of this company became possessed of a substantial interest in the Fostoria Grain Company, Fostoria, Ohio, and this association of business interests has been a decided help in furthering the business interests of the Townsend-Ward Company, in providing a house where its shipments could be handled under personal supervision and for the greater benefit of its

to realize exactly the condition the country shippers are in and, in handling consignments from the country, endeavors to put himself in the state of mind of how the shipper would like his business handled, and does his utmost to handle it accordingly. Mr. McConnell never misses an opportunity to make the acquaintance of a new country shipper, neither does he miss an opportunity to attend a Grain Dealers' Convention, and usually has something in store for his friends that is a reminder that he is still in business in Buffalo. As chairman of this year's Convention Advertising Committee he has done able and effective work in securing for the Buffalo Convention very wide publicity.

F. J. MAURER, INC.

F. J. Maurer, Inc., was incorporated in March, 1917, and is under the active management of its president, F. J. Maurer, who has a wide experience in the Buffalo market, having been connected with various firms in all phases of the grain and elevator business for the past 14 years. The firm does a general receiving and shipping business, buying and selling corn and oats. Particular attention is given to consignments of all kinds of grain.

PRATT & CO.

One of the largest firms on the Buffalo Exchange is Pratt & Co. Riley E. Pratt is president; E. M. Husted, vice-president, and H. F. Keitsch, secretary and treasurer. The firm does a general receiving and shipping business, handling immense quantities of all kinds of grain through the Superior Elevator, which is described at length on another page of this issue.

The firm is aggressive and active in organization work, being members of the National Association, the Chicago Board of Trade and the Indiana Grain Dealers' Association.

DOORTY-ELLSWORTH COMPANY

Among the newer firms belonging to the Buffalo Corn Exchange, the Doorty-Ellsworth Company deserves to be prominently mentioned. This company, which is a member of both the Grain Dealers' National Association and the National Hay Association, has built up for itself a strong business in grain and hay. From its organization, the Doorty-Ellsworth Company has devoted entire attention to handling consignments. Reports indicate that considerable quantities of both lake and rail grain are now being received by this firm and stored or forwarded for customers. Members of the company are regular attendants at most of the principal grain conventions and have many friends in the trade, who will undoubtedly pay them a visit at their offices in the Chamber of Commerce Building while in Buffalo.

W. G. HEATHFIELD & CO.

W. G. Heathfield & Co. is one of the oldest commission firms on the Buffalo Corn Exchange. The firm was established 25 years ago and has been continuously in business handling the great number of cars that are consigned to them each year. They are strictly a consignment house, and because of their long experience in the territory are particularly well equipped to dispose of all kinds of grain to advantage.

George Watkins, the manager of the concern, has many warm friends in Buffalo's contiguous territory and has developed a steady trade that absorbs great quantities of grain each year. The office is located at 831 Chamber of Commerce, and they look for many visitors during the convention.

SIMONS, DAY & CO.

George M. Schultz, manager of the Buffalo office of Simons, Day & Co., of Chicago, has had a long experience in the grain trade and has held the position of branch manager for Keusch & Schwartz, Inc., E. W. Wagner & Co. and Finley Barrell & Co. before taking up his duties last January with his present firm. He is exceptionally well equipped to handle Buffalo business, and the firm in selecting him for the post followed the line of their policy from the beginning in getting always the best man available for every position.

Since organization in Chicago last year the firm



CONVENTION HALL WHERE ALL SESSIONS WILL BE HELD

position of chief of the department. Mr. Connors possesses an extensive knowledge of all kinds of grain, which in addition to his many years of acquaintanceship with the railroad and elevator conditions and facilities, renders him especially qualified to fill the position which the Exchange entrusts to him.

The Corn Exchange has adopted and is operating under the Federal Grades, covering both corn and wheat, established by the U. S. Department of Agriculture. In respect to other grains, the Corn Exchange in conjunction with practically all other grain exchanges in the United States adopted and operates the uniform grade rules promulgated under the joint efforts of the Grain Dealers' National Association and committees representing the numerous exchanges of the country. The Inspection Department is well equipped with a moisture testing laboratory which has been thoroughly tested by the local Federal grain supervisor, and in all respects approved for its correctness in operation, without any changes being made from the conditions existing prior to the Federal supervision. The department is also equipped with all Government approved appliances for the grading of grain, and is at all times in close co-operation with the office of the Federal supervisor. The belief is confidently expressed that the Inspection and Weighing Department will continue to maintain its present high rank working under the new Government Grades

customers, both East and West.

With the added experience, during the past 10 years, this company is better than ever prepared to look after the interests of those who wish to consign their grain either to Fostoria, Ohio, where it may be handled for account of shippers or may be reconsigned to Buffalo without additional cost to shippers, if he prefers to do this.

They also are open to receive consignments at Buffalo at all times, where the thorough experience of those interested are prepared to handle this business in a manner that cannot be excelled. The company is constantly in the market for grain and is open to contract for shipments at any time.

McCONNELL GRAIN CORPORATION

The McConnell Grain Corporation, although in operation only about four years, is doing at the present time business equal to many of the oldest connections in the Buffalo market. The management of the business is directly handled by E. E. McConnell. This firm has no elevator connections, does no merchandising and pays entire attention to the handling of consignments.

Mr. McConnell not only solicits business for himself in the Buffalo market, but is always on hand to tell about the good things there are in the Buffalo market for Western shippers. His experience gained through traveling for several years among the country elevators puts him in a position

has done a remarkable volume of business, having branch offices in four cities of Iowa, eight in Illinois, besides those at Buffalo, New York and Boston.

Mr. Schultz is desirous of meeting all visitors to the convention and when not at the hotel with the delegates may be found at 429 Chamber of Commerce.

WHITNEY & GIBSON

Whitney & Gibson is one of the oldest and most favorably known firms on the Buffalo Corn Exchange. As wheat merchants they have built up an enviable business with Eastern States millers and also do a large receiving business from the West. The firm is officered by young men of experience and ability, Edmund Thomas being president and H. H. Richardson, treasurer. They have very convenient offices in Rooms 1009-1010 of the Chamber of Commerce Building, where they will welcome all friends during the convention.

TAYLOR & BOURNIQUE COMPANY

The Taylor & Bournique Company is represented on the Buffalo Exchange by H. C. Shaw, who was born into the grain business, his father operating a house at Rockport, Ill. He assisted his father until 1908, when he went with Rosenbaum Bros., of Chicago, and bought grain to arrive from Illinois and Iowa points. He also bought for Fagg & Taylor and the Cargill Grain Company. Last year he went to Milwaukee with the Taylor & Bournique Company and took charge of their Buffalo office in June.

The firm operates private wires from Boston, New York, Chicago and Milwaukee, and sells large quantities of grain through the Buffalo office to Canada, New York, Pennsylvania and Ohio.

MILTON CROWE

On June 1 of this year Milton Crowe came to Buffalo from Piqua, Ohio, where he has been engaged in the grain business since 1911. As a matter of fact he still operates his Piqua house with C. W. Hahn as manager, and buys extensively from that point for Baltimore, Pittsburgh, Buffalo, Cincinnati and Toledo firms.

Mr. Crowe himself manages the commission and consignment business at Buffalo and has already made a successful start toward a very profitable business there. He was born and raised in Cincinnati, and first went to Piqua with the Harry W. Kress Company, where he stayed a year before going into business for himself. His present Piqua business is entirely separate from that of the Buffalo office.

BURNS GRAIN COMPANY

The Burns Grain Company was organized in 1911, with a capital of \$50,000. H. T. Burns, general chairman of all the convention committees, is president of the company, and Basil Burns is secretary and treasurer. The present firm is successor to Burns Bros., which was organized in 1900, so that they are not new in the business.

H. T. Burns has had an experience lasting over 30 years in the grain business. Before 1900 he was connected for years with leading grain firms on the Buffalo market, so that few men are more familiar with conditions in the market than he.

The firm does a general commission and merchandizing business in all kinds of grain and is active in all matters effecting the betterment of the Buffalo market. Mr. Burns is a director of the Corn Exchange and a director and also a member of the Arbitration Appeals Committee of the National Association. When you come to Buffalo and want to see Mr. Burns in his office, go up to the eighth floor of the Chamber of Commerce.

S. M. RATCLIFFE & CO.

For 31 years S. M. Ratcliffe & Co. has been in business in Buffalo. The firm was organized in 1886 under the name of S. M. Ratcliffe & Son, but during practically the entire time has been under the same management, and always has held the same business policy, a commission and merchandizing business in hay and grain, conducted with a high

appreciation of the needs of and responsibility toward customers and clients.

Mr. Ratcliffe was at one time vice-president of the Corn Exchange and is a member of the National Hay Association. His latch string at 835 Chamber of Commerce is always out, and particularly for visitors at Buffalo on September 24.

THE CONVENTION

In selecting Buffalo for this great convention the directors of the National Association made no mistake. The Corn Exchange and the city are going to set a new high mark for entertainment.

In charge of the convention are: F. A. McLellan, ex-officio; H. T. Burns, general chairman; Charles Kennedy, chairman Entertainment and Reception Committee; Nisbet Grammer, chairman Finance Committee; H. C. Harrison, chairman Hotel Committee; E. E. McConnell, chairman Convention Advertising Committee; C. H. Williamson, chairman Transportation Committee; C. F. Doorty, first vice-



H. T. BURNS
General Chairman Convention Committees.

chairman Entertainment and Reception Committee, and M. M. Nowak, second vice-chairman.

THE PROGRAM

The program following is practically complete, although subject to change in order to suit the busy men who are to give addresses. It is doubtful if any convention has ever had a list of speakers with more pertinent or important messages than have these that will appear at Buffalo. Nor has the program of entertainment ever been surpassed at a national convention.

MONDAY, SEPTEMBER 24

Morning Session, 9:30 o'clock.

Call to order by the president.

Invocation—Rev. George Frederick Williams.

Singing of "America" by delegates.

Address of Welcome on Behalf of the City of Buffalo—Hon. Louis P. Fuhrmann, Mayor.

Address of Welcome on Behalf of the Corn Exchange of Buffalo—President F. A. McLellan.

Response on Behalf of the Grain Trade—George A. Aylsworth, Kansas City, Mo.

President's Annual Address—E. C. Eikenberry, Camden, Ohio.

Secretary-Treasurer's Report—Charles Quinn, Toledo, Ohio.

MONDAY, SEPTEMBER 24

Afternoon Session, 2 o'clock.

Address. "The Food Control Bill"—Julius H. Barnes, New York.

(This address will be followed by a general discussion of the provisions of the bill. Mr. Barnes will answer any questions relative to the administration of the measure.)

Legislation—A. E. Reynolds, Chairman, Crawfordsville, Ind.

Note—The convention is expected to adjourn about 4 p. m. to enable the delegates to make an inspection tour of Buffalo harbor.

TUESDAY, SEPTEMBER 25

Morning Session, 9:30 o'clock.

Address—"The Need for Complete Co-operation by All Classes If the War Is to Be Won"—Daniel Willard, Chairman of the Council for National Defense.

Transportation—Henry L. Goemann, Chairman, Mansfield, Ohio.

Address—"The Bureau of Markets in Its Relation to the Grain Trade"—Charles J. Brand, Chief of the Office of Markets and Rural Organization, Washington, D. C.

Arbitration Appeals Committee—J. J. Stream, chairman, Chicago, Ill.

Arbitration Committee No. 1—U. J. Sinclair, chairman, Ashland, Ill.

Arbitration Committee No. 2—Elmer Hutchison, chairman, Arlington, Ind.

Telephone and Telegraph Service—W. T. Cornelson, chairman, Peoria, Ill.

Note—The Convention will adjourn about 1 p. m. for the trip to Niagara Falls.

WEDNESDAY, SEPTEMBER 26

Morning Session, 9:30 o'clock.

Address—Hon. J. P. Goodrich, Governor of Indiana. Trade Rules—C. D. Sturtevant, Chairman, Omaha, Neb.

Address—"The Government Standards for Wheat"—Dr. J. W. T. Duvel, Crop Technologist in Charge of Grain Standardization, U. S. Department of Agriculture, Washington, D. C.

(This address will be followed by a general discussion of the new wheat grades.)

Uniform Grades—F. E. Watkins, Chairman, Cleveland, Ohio.

Membership—W. S. Washer, Chairman, Atchison, Kan.

WEDNESDAY, SEPTEMBER 26

Afternoon Session, 2 o'clock.

Natural Shrinkage—Henry L. Goemann, Chairman, Mansfield, Ohio.

Demurrage—M. D. Benzaquin, Chairman, Boston, Mass.

Crop Reports—C. C. Flanley, Chairman, Sioux City, Iowa.

Hay and Grain Joint Committee—S. L. Rice, Chairman, Metamora, Ohio.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT

For the Ladies.

Monday, September 24—Automobile ride for ladies, starting at 10 a. m., stopping at the Albright Art Gallery and Historical Society. Luncheon at Automobile Club.

Monday Evening, 8:30 o'clock—Shea's Hippodrome. Official badges will pass the ladies at the door. Reserved seats for two hundred have been provided for.

Tuesday, September 25 at 10 A. M.—Special trolley cars will take the ladies for a visit to the great Larkin plant.

For the Men.

Monday Evening, September 24—Banquet at 7 p. m.—Admission to the banquet will be by ticket. Tables will be numbered and tickets correspondingly numbered. The main addresses of the evening will be delivered by Hon. Sir George E. Foster, Minister of Trade and Commerce of the Dominion of Canada, and Herbert C. Hoover, Food Administrator for the United States. F. A. McLellan, president of the Buffalo Corn Exchange, will be toastmaster. The mayor and councilmen will be invited guests. During the banquet there will be high-class cabaret. A large orchestra will furnish the music.

For Men and Women.

Monday Afternoon, 4 o'clock—The convention is expected to adjourn at 4 p. m., after which all the delegates and their ladies will be escorted from the Statler Hotel to the foot of Main Street where the steamer *Crystal Beach* will be waiting to take them on a sightseeing tour of Buffalo harbor. The tour will start at 4:30 p. m. During the inspection trip there will be exhibitions by the Curtiss flying boats and aeroplanes, the Buffalo Fire Department tugs and a life saving drill by the United States Coast Guard. There will also be a race by fast power boats.

Tuesday Afternoon, September 25—As soon as the Convention adjourns at 1 p. m. the delegates and their ladies will be taken for a trip to Niagara Falls and around the Gorge Route. Special New York Central trains will leave the Buffalo Terrace station at 1 p. m. They are due to arrive at Niagara Falls at 1:40 p. m. A panoramic photograph of the delegates is to be taken on the Canadian side with the American Horseshoe Falls as a background. Returning the trains will leave Niagara Falls at 5:30 p. m., arriving at the Terrace at 6:30 p. m.

Tuesday Evening, September 25—Shea's Theater, 8:30 o'clock.

Cabaret Attractions—Maltosa Gardens, Teck Cafe, Hofbrau, Fleischman's, Fenton's Pekin, Park Hof.

Outdoor Attractions—Golf at Park Meadow, Park Club, Country Club, Wannakah Club. Tennis—Public Courts at Park Lane and The Front. Bowling on the Green—Park Lane.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, SEPTEMBER 15, 1917

GETTING ON A WAR BASIS

IT IS one thing to refrain from obstructing the Government in the conduct of the war, it is quite a different thing to get behind it. German sympathizers, conscientious objectors, I. W. W. fanatics, and plain cowards generally refrain from open opposition through reasons of policy, but that course of action will not win the war. Every man, every woman, and even every child will have to realize soon, as they all now realize in Great Britain and France, that creative labor and sacrifice will have to be given by every one if we are to find the fruits of victory in the garden of horrors we have started to cultivate. ¶ A great sacrifice has already been demanded of the grain trade by the restrictions of the Food Control Law. They will all share alike in the privations that they have so readily accepted and no dealer hopes to make more than a margin of profit that will keep the roof from the door. ¶ But that is not all that will be demanded. Every individual in the trade will be expected to economize every effort and every bushel of grain. If an elevator burns, a regiment of soldiers have lost their bread. Every house should be guarded as carefully against fire loss as a supply train at the front is guarded against enemy attacks. Constant watchfulness will eliminate 50 per cent of the fires and save to the nation millions of the bushels of grain that are wasted annually. Freight losses can be eliminated by not shipping screenings when each elevator is equipped with a grain separator. Further transportation losses can be met with full loads, prompt shipment and less hold-

ing of cars for reconsignment orders. Cars must be coopered more efficiently than ever before, leaky loading spouts mended and every other means instituted that will save grain and time. ¶ These things require closer attention to details, more strict supervision at the elevator and personal sacrifice of time and money. But compared with the patriotic devotion of the millions of men who will soon bare their breasts to German bullets in France, what we can do is little enough.

A WRONG IMPRESSION

SINCE the millers of the country agreed to buy wheat only from producers, the Food Administration Grain Corporation, or from an elevator specifically designated by the corporation for each shipment, the impressions seem to have become widespread that country elevators can sell wheat only to the Administration or upon its order. This impression is wrong. Country dealers can consign their grain or sell it on track or to arrive as they have in the past, dealing with the firms they have always done business with. ¶ They can if they wish consign it to the Administration Grain Corporation, but as that Corporation charges about twice as large a commission and as they will not honor drafts until the grain is actually in hand, it is not likely that many will do so. Except for the price restrictions the wheat business, so far as the country shipper is concerned, will be carried on just as it would be under the Grain Standards Act if the Food Control Bill had not been passed. ¶ But do not lose sight of the fact that the dockage will be taken from your wheat at the terminal and that unless you determine the dockage and pay for the wheat accordingly, you will have some nice little losses to face.

STUPIDITY OR DECEIT

COUNTRY newspapers throughout the wheat-growing sections are either deliberately spreading false reports of grain prices to curry favor with their farm constituents, or else are ignorant of conditions which they misrepresent. ¶ Before the Government prices went into effect on September 1, but after the wheat standards became effective on August 1 for spring wheat, several Northwestern newspapers took occasion to slam the Minneapolis market because, on a certain day the terminal price for wheat was \$2.90 to \$3, while farmers received from \$1.75 to \$2.50. The impression was given that the spread between the Minneapolis prices and the country price for the same wheat was 50 cents to \$1.25. The Minneapolis price was for No. 1 Northern, while the farmer may have had any kind of trash that only by courtesy could be called wheat. ¶ It is such reports as that which keep the farmers continually stirred up against the elevator interests, and they should everywhere be contradicted or corrected. In justice to the country newspapers it is only fair to state that most of them would correct the impression if the facts were pointed out. Under Government prices of \$2.17 for No. 1 Northern spring as a basis at Minneapolis, there is plenty of wheat in South Dakota that isn't worth \$1.50. Dockage and grade are not

considered in these newspaper comparisons, so the farmers are encouraged in kicking instead of in improving their wheat.

SEED WHEAT

THE winter seed wheat problem is about settled and in most states the fall planting will be large. The spring wheat seed, however, is going to be short in many localities, so it is still time to heed the warning sent out by the Department of Agriculture, against the extravagant claims for certain strains of wheat. ¶ Most of these miracle wheats claim to be imported and of marvelous yielding power. It is usually significant that the record yields have been obtained in out-of-the-way places, so they cannot be verified. Elevator men can do a good work in warning customers against these fakers and, where wheat has to be brought into a district from outside, see to it that the source of the seed is reliable. That is the way toward better crops next year.

A LAW WITH A KICKBACK

THE Supreme Court of North Dakota has held that the Grain Grading Act is constitutional. The Act makes it unlawful for any person operating a public warehouse to purchase, weigh, grade or inspect grain or seed, who is not a licensed deputy inspector. Every elevator manager must take out an inspector's license. The inspection fee may be fixed by the chief inspector. ¶ In dissenting from the opinion of the court, Judge Robinson called the bill a "huge grafting system," and it might easily become that in unscrupulous hands, as the chief inspector can fix the fee anywhere he wants it and his decision is not subject to revision by the courts. ¶ This is a dangerous instrument to place in the hands of one man, for even if the state has confidence in the present chief inspector, it is well within the possibilities of political mischance that there may be a future chief not so worthy of confidence. Perhaps we shouldn't be surprised at anything North Dakota might do. But at least they will have to pay the penalty if things go wrong with the administration of this hasty law.

A FIXED CORN PRICE SUGGESTED

WITH cash corn selling above wheat prices millers of the West and Southwest are considerably worried lest the farmers in those sections carry out their threats to feed wheat instead of selling it. In almost all sections wheat receipts are falling far behind milling requirements and there is little prospect of immediate relief. In the Middle States an actual flour famine is threatened unless the wheat movement is stimulated. At present prices hogs can be fattened economically with \$2 wheat, many farmers claiming that even \$3 wheat would bring a better price on the hoof than delivered to an elevator. This condition constitutes a real danger to our food supply and is one of the most serious problems before the Food Administration. ¶ At the same time the Association of White Corn Millers claim that corn prices have made it practically impossible to sell corn flour as a mixture for wheat, although there would be a large

demand for the product if prices were at the usual relative levels. They suggest that the Food Administration fix a price for corn as they did for wheat, both as a means of conserving our present wheat supply and insuring the desired wheat acreage next year. Corn at present levels is a far more profitable crop than wheat and many farmers will plant it in preference in spite of the wheat campaigns that are being carried on. Will a Government corn price be the solution?

A TITAN TASK

NO COUNTRY in the world has ever had offered it the free services of so many big men as this country has since the war began for us. In every line of trade the acknowledged leaders have donated their services to the Government and are now exercising their talent and ability for the public good. Among so generous a display of patriotism the grain trade is well represented. The members of the Food Administration Grain Corporation are working without compensation and are working far harder than they ever did in their own behalf. Sixteen hours a day is about what most of them are putting in, and if any grain dealer has an idea that the berth is soft, all he would have to do to be convinced otherwise would be to visit one of the offices of the Grain Corporation, and see the volumes of work turned out each day and hear some of the many problems that the officers have to meet almost every minute they are on duty. ¶ When you get impatient that some question you are interested in isn't cleared up instantly and the way you wish, just bear in mind that everyone else has a question, too, and that they will all receive attention as quickly as it is humanly possible. Patience is a virtue at all times, but now it is more, it is a patriotic duty.

SHIPPERS' DIFFICULTIES

UNDER the regulations governing the sale of wheat, country elevators in wheat territory are having their troubles, particularly where they compete with line houses of mills. The new wheat grades were expected to make trouble and they have done so, for in addition to guarding their interests in dockage and grade, the elevators have had to educate the farmers in the grades and that has proved a difficult task. In some instances the farmers are not altogether to blame for their objections, as they have been greatly disappointed in the prices they received for their wheat. From many sections of the West the dockage has been running high so that farmers have received less than \$1.80 per bushel, and the elevator is the natural target for their resentment. ¶ Where a mill elevator is competing the regular house has little chance of handling any of the wheat crop. Millers are so desperately in need of wheat that they are willing to pay any price within the Government limits, and when they buy from farmers they do not look too closely as to grade so long as the wheat can be milled. As a consequence the mill elevator can overbid the regular house by a considerable margin. ¶ Where these conditions prevail many elevator managers are con-

sidering two propositions: To rent their house to a mill and act as elevator manager for the mill; or have their farmer patrons ship their wheat direct to a mill in their own name, the elevator weighing and loading the farmer's wheat for a reasonable charge, giving the farmer the advantage of any premium the mill is willing to pay. This premium cannot bring the price above that set by the Government, but in most instances it is better than he could receive from the elevator. ¶ Under either plan the elevator could retain its trade without much danger of not being able to regain it after the war. The profits would be cut to the bone, but the alternative seems to be to close up the house entirely.

CROPS AND PRICES

THE September crop report issued by the Department of Agriculture will have to be modified considerably in its corn estimates on account of the frosts and the widespread cold weather. The corn estimate was for 3,248,000,000 bushels as against 3,191,000,000 last month; winter wheat remains the same as last month at 417,000,000 bushels; spring wheat is 250,000,000 as compared with 236,000,000 bushels in August and oats gained 77,000,000 bushels, the September estimate being 1,533,000,000; barley gained 1,000,000 or a total of 204,000,000 and rye remained stationary at 56,000,000 bushels. ¶ Of greater significance than these enormous totals, however, is the price column in which the Department compares prices in cents on September 1 this year and last. For wheat the price this year is 209.7 compared with 131.2; corn 175.5 as against 83.6 last year; oats 61.7 compared with 43.1 last year; barley 110 and 72.9; and rye 161.9 and 99.7. ¶ Considering the increased yields of the five grains and the greatly augmented price, this year's crop is worth almost twice as much to the farmer as last year's. A war profit of 100 per cent ought to satisfy even a farmer.

AN IMPORTANT HEARING

ON September 18 at Chicago the railroads will make their final attempt to obtain from the Interstate Commerce Commission a ruling to pay shortage claims only on evidence of leak at destination. This substantially destroys the value of *'prima facie'* evidence of loading weight, and fails to take into consideration the known fact that many leaking cars are coopered in transit. ¶ At the Chicago hearing the shippers will be given opportunity to present their side of the question and the state associations and other shippers' organizations will be represented. ¶ There is no denying the fact that many shippers' scales are not accurate, but the number of faulty scales is certainly not great enough to discount entirely the evidence of shipping weights, and yet this is what the railroads are trying to do, and every shipper who has evidence to discount the railroads' arguments should be present or have his evidence in the hands of his state organization representative at the hearing. Especially valuable will be proof of cars coopered in transit.

EDITORIAL MENTION

Don't knock the Food Administration. Boost.

A nest of dockage sieves will hatch many eggs of profit.

A cleaner at the shipping point is worth two at the terminal.

Closing the distilleries hasn't made corn a drug on the market.

A fanning mill and formaldehyde should be introduced to every lot of seed that goes into the ground.

Things might be worse, even for grain dealers. At least we have big oats and corn crops to be thankful for.

If the car shortage is as acute as it was last winter, some elevators will have a hard time not to store grain over 30 days.

Within 30 days about 1,000,000 men and all their supplies are being moved by the Government. During this time it is hardly likely that grain receipts will flood the markets.

A farmer who feeds good milling wheat when the hungry world is crying for it, is in almost the same class with the food octopus who throws potatoes in the river to keep the price up.

The railroads are giving special instruction to agents to expedite the handling of grain. We hope they are preparing to furnish a few cars along with the instructions.

The man who tried to get grain consignments at Toledo and then cash in on the bills, has been arrested as a swindler. He went under the name of I. J. Houck. Stick to your regular dealers and you will know you will get square treatment.

Winter wheat seed is going in under exceptionally favorable conditions. There are some slackers among the farmers who are considering their own interests at the expense of the country's needs, but the patriots are planting the biggest acreage ever seeded.

The Canadian wheat price has been fixed at \$2.20, basis Fort William, by the Canadian Board of Grain Commissioners. This makes No. 1 Manitoba Northern, \$2.21; No. 2, \$2.18; No. 3, \$2.15; No. 1 Alberta red winter, \$2.21; No. 2, \$2.18; No. 3, \$2.15. The three prairie provinces are expected to make 200,000,000 bushels.

Some farmers' elevator managers have expressed the opinion that the \$2 guarantee for next year's wheat in the Food Control Act will become inoperative if the war ends, as Section 24 provides that the provisions of the Act shall cease to be in effect when the war terminates. But they overlook the further provision that the termination of the Act "shall not affect any act done, or any right or obligation accruing or accrued."

H. H. SAVAGE
St. Joseph.

NEWS OF THE TERMINAL MARKETS

S. M. RATCLIFFE
Buffalo.

NO DUES FROM WARRIORS

By an almost unanimous vote of the Chicago Board of Trade, it has been decided that no dues will have to be paid to the Board by members who are active in the army or navy while the United States is at war.

NON-PARTISAN LEAGUE MEETING

Announcement has been made that there will be a conference of the Nonpartisan League held in St. Paul, Minn., September 17, 18 and 19, to consider the matter of price fixing of other commodities used by farmers in growing grain. Men of national reputation will address the conference.

ELECTION AT PORTLAND, ORE.

The following were recently elected officers of the Merchants' Exchange of Portland, Ore., to serve the coming year: George A. Westgate of Albers Bros.' Milling Company, president; W. A. Leach of Kerr, Gifford & Co., vice-president; G. M. Russi, secretary and treasurer. The officers, with D. A. Pattullo and Sherman Draper, form the Board of Trustees.

PITTSBURGH IN LINE

Following the custom inaugurated at nearly all terminal markets the Grain and Hay Exchange of Pittsburgh, Pa., on September 1 commenced examining all cars on arrival for physical defects as to car seals, leakages, etc. The reports are sent back to the shipper to be used in filing claims in case of shortage. The matter is in the hands of Charles Culp, chief grain inspector.

A MARKET OPINION

"The corn trade in general continues to regard the frost damage as very slight, and while this feeling prevails corn may work off quite a little; however, we remain bullish on corn, but would only buy on the sharp declines.

"We think May oats can be sold on the sharp bulges, or December oats bought on the breaks, for moderate profits."—*Simons, Day & Co., Chicago. Letter of September 14.*

APPOINTMENT OF NEW GRAIN DISTRICTS

The Bureau of Markets, United States Department of Agriculture, recently issued a new list of the grain supervision districts and headquarters, under the provision of the Grain Standards Act. It is numbered 24 and succeeds former number 14. There are 35 districts given in various parts of the country with headquarters in principal cities as formerly. A convenient classification shows the districts in which the various states are assigned.

ENDORSES GOVERNMENT

Pope & Eckhardt Company, of Chicago, commented on the action of the Government on Food Control as follows:

"The price for wheat fixed by the commission and approved by President Wilson, will and should be accepted as a basis that is fair to all. It means a big return to the producer, and as it is a definitely established factor, restores a stability of values that will insure lower cost to consumers in practically all parts of the country. The farmer is likely to see the wisdom of marketing his surplus, to save shrinkage, deterioration and other incidental losses that cannot be avoided, even though

facilities for holding on the farms, or in the country were much better than are generally at hand or can be made available. It will mean also co-operation with the efforts of Government Food Control, in which all interests active in the handling of grain will join to promote efficiency in the methods adopted."

W. L. RICHESON IN NEW POSITION

About two years ago W. L. Richeson, chief grain inspector at New Orleans, came prominently into the limelight by sending out broadcast the word that, in spite of the low grade of most of the wheat and oats offered for export, grain inspection at New Orleans would be as rigid as ever and there would



W. L. RICHESON

be no letting down of standards. A few shippers and one or two inspectors at other markets made some unpleasant remarks, but the New Orleans Board of Trade backed him up, reputable dealers everywhere in this country and abroad, applauded his stand, and the high opinion of him which his friends held was fully sustained.

Perhaps this has nothing to do directly with the present story, but the fact remains that when the Wheat Export Company of New York, which is the buying corporation of the European Allies, wanted a man for the important position of manager of their New Orleans branch, they selected Mr. Richeson as fully measuring up to the considerable size of the job.

Mr. Richeson resigned the position of chief inspector to take effect September 1 and the New Orleans Board of Trade regretfully accepted. For 10 years he had been head of the inspection department and the many warm friends he has made in the market are only glad that his new work will keep him among them.

George S. Colby has been appointed chief inspector in Mr. Richeson's place. He has been assistant chief for 14 years and is thoroughly qualified in every respect to carry out the new duties that will be assigned to him.

Mr. Richeson's offices in New Orleans are at 304-5 Whitney-Central Bank Building, where he will

always be at home to his friends and to forward the business of the important grain corporation which he represents.

DON'T HOLD OATS

"The Iowa state report suggests a crop of 260,000,000, or the largest on record. Country offerings disappointing, but we look for larger receipts next week and urge consignments while cash oats are selling around May price. There is no object in holding them back because if farmers and dealers feel disposed to hold they can carry the future contracts to greater advantage."—*Sauers Grain Company, Chicago. Letter of September 14.*

CAN CORN BE BOOSTED FARTHER

"For 8 months corn has been bought to a standstill by industries, distillers, individuals and syndicates until there are few, very few, who entertain a bearish theory for many minutes consecutively. The speculative community will see this frost damage reverted to many times and enlarged upon, and the farmer boys will send samples of blighted corn and, with almost tears in their pens, will write you of the ruined perspective of the most magnificent possibility ever known and at the same time ask what your requirements are on a May job lot. Many a scare is sure to be developed, but in our opinion will be a flash in the pan, the same as the one passed, but when they lift the quotations we should sell May short."—*Crary-Johnson Company, Chicago. Late September Letter.*

NEW CLEARING HOUSE PLAN

The directors of the Chicago Board of Trade have given their approval to the corporation plan of clearing trades. The corporation will have capital of \$2,000,000, of which \$1,500,000 will be subscribed at the start and 50 per cent cash will be paid immediately. The balance of the capital will be earned by the corporation.

Chicago was the first exchange in the country to adopt a clearing house plan over 40 years ago, and has made few changes in it since. New and simpler methods have been devised for clearing trades. By the new plan all trades will be kept up to the market constantly and there will be no chance for a member to fail when even on the market.

FARMERS AWAKE

Our Boy Solomon of Toledo, suggests to farmers: "Sell Wheat. Buy Bonds. Some farmers are old-fashioned. They prefer wheat in the barn to money in the bank. Many farmers have not been afflicted with any surplus money until recently. Progress. There is no better security than Government bonds. Your farm and the whole country are behind them. Sell the wheat. Hysterical prices of last spring are over. Government has fixed the price. It is for all season. Wheat was only \$1.25 in July, 1916, and around \$1.45 in September. Farmers in United Kingdom have an average fixed price of only \$2.16. Think of that. It is lower than ours. Most of our exports go there. Canada will soon have a fixed price like ours. They have more wheat than last year. Europe prefers their wheat to ours. It is stronger and they owe England. Australia has big surplus and more coming next January. Quality there has suffered. Mice have been busy. Why feed the rats and mice? Do you know that rodents in our country destroy enough food every year to

feed Belgium? Why chance quality deteriorating? Wake up. Move your wheat while cars can be secured. War will soon make them very scarce. Section 10 of the Food Bill gives the President power to take your surplus wheat if he thinks desirable. Don't tempt him. Be reasonable. Why wait until spring and take the same price then? Make interest on the bonds. Be patriotic. Bury your prejudices or you may be compelled to bury your loved ones and put your country in bondage. Do your bit. Help win the war. Sell wheat. Buy bonds."

CORN NEWS

"A digestion of all frost reports to date suggests possibly 400,000,000 corn 'frost affected' in the northern section that raises 1,200,000,000. Reports are incomplete. Much of the late corn touched by frost had a questionable chance of maturity.

"Assuming that 300,000,000 of the 3,300,000,000 promise held a weak former promise of maturity—the main problem in corn remains unchanged. The question is—how much merchantable corn will 1917 produce?

"If the U. S. raises 2,500,000,000 sound corn it will possess a large crop. The 1916 crop of "merchantable" may not have seriously exceeded two billions.

"It will be many days before a close frost damage estimate can be accomplished. Meanwhile the corn market continues under "frost hurt" influences. At the September 11 and 12 advance, however—buying power as a whole has been weak."—E. W. Wagner & Co., Chicago. Letter of September 13.

CHANGES IN MEMBERSHIP

Baltimore.—New members in the Chamber of Commerce are: Jas. H. Gambrell, Jr., C. S. Gambrell and A. L. Stephens. The memberships of the following have been transferred: O. W. Downes, Thos. A. Marshall and A. S. Edmonds. Reported by Secretary Jas. B. Hessong.

Chicago.—Memberships on the Board of Trade have been granted the following: Alan W. Morton, Henry C. Goebel, Bruno B. Marcuse, Lane Davis, Harry S. Klein, Corwin Wickham, Clifford H. Albers, Edw. D. Winslow, John L. Hall and John C. McCormick. B. E. Saveland, Wm. H. Martin, E. Beranek, M. E. Greenleaf, A. Mennel, Patrick O'Connor, Geo. T. Sidwell, L. G. Bournique, Jesse W. Young and Edw. M. Flesh have transferred their memberships on the Board. Reported by Acting Secretary Blowney.

Milwaukee.—Stephen A. Burke was admitted to membership in the Chamber of Commerce. Frank Harlow's membership has been transferred. Reported by Secretary H. A. Plumb.

Richmond, Va.—Hopgood & Co., Mutual Building, Richmond, Va., were elected to membership in the Grain Exchange. J. A. Tate & Co., of Greensboro, N. C., have resigned. Reported by Secretary Y. E. Booker.

DEATH OF JOHN C. F. MERRILL

In the death of John Charles Fremont Merrill, secretary of the Chicago Board of Trade since 1912, the grain trade loses one of its foremost men and the grain exchanges of the country a firm defender of the high mission and the incalculable benefits resulting from boards of trade. The end came at his home in Hinsdale, August 31, following an attack of heart disease, when in his sixty-seventh year.

Mr. Merrill was born in Bergen, Genesee County, New York, November 30, 1851. He lived and worked on a farm in Genesee County until 1869, when he became a clerk in a village store. Later he removed to Chicago, joining the Chicago Board of Trade in 1879, and for 40 years, with Richard S. Lyon, conducted a grain receiving and shipping business under the firm name of Merrill & Lyon. He was married in Galion, Ohio, March 25, 1885, to Sarah B. Linsley, who died in 1893.

Mr. Merrill served as director of the Chicago Board of Trade for three years, vice-president for two years, and was elected president in 1911 after five years' continuous service as an official. He

was the father of the "anti-corner rule" and performed unusual service in the Board's legislative affairs in every matter of importance which arose to affect the Western grain dealers. He was indefatigable as a staunch defender of speculation, and his work and addresses on this subject did much to successfully combat legislative efforts to restrict the Chicago Board's exercising its legitimate function of future trading. He possessed an exceptionally keen and logical mind and so thoroughly understood the grain trade in all its branches that he could explain the workings of the various exchanges in a manner that would enlighten the most ignorant. His counsel was much sought after and his judgment held in the greatest esteem in all matters pertaining to the grain business.

The funeral was held from his late residence on September 2. Board of Trade directors attended in a body, with 80 Board members acting as honorary pallbearers. Interment was at Brownwood Cemetery. As a mark of respect, the Board was closed Saturday at 11:30 o'clock. Mr. Merrill is survived by a son, Ralph W. Merrill; a daughter, Miss Charlotte Merrill, and three sisters.

E. E. McCONNELL

Among the Western grain men who have made the Buffalo market their *Mecca* during the past few years is E. E. McConnell, head of the McConnell Grain Corporation and subject of this sketch.

Mr. McConnell has had unlimited experience in the grain business, beginning as elevator clerk for



E. E. McCONNELL

the Cleveland Grain Company at their Indianapolis elevator, later holding a position in the Indianapolis office; then taking position as traveling representative through Indiana, Ohio and Illinois. About seven years ago he severed his connections with the Cleveland Grain Company, going with the Eastern Grain, Mill and Elevator Corporation, of Buffalo, as Western representative through Ohio, Indiana and Illinois, and was in their employ until the time he engaged in business for himself in Buffalo. While in conversation with Mr. McConnell it is very evident that he appreciates his experience with the two above well known firms, as he always has a kind word for the personnel of those concerns as well as a firm belief in their handling business in A1 shape. Mr. McConnell's personal acquaintances and friendships among the dealers in Ohio, Indiana and Illinois has during the past, and is at the present time, a very great asset to his business, and he is not at all backward in expressing his realization of the same.

The C. C. Chambers Elevator Company of St. Paul, Minn., started up its new 100,000 bushel grain elevator the first week in September.

TERMINAL NOTES

The Murphy Grain Company of Springfield, Ill., has increased its capital stock from \$30,000 to \$60,000.

The Erie Grain Company, Ltd., of Winnipeg, Man., has recently been incorporated with a capital stock of \$40,000.

J. Hausain has engaged in the cash grain business with offices at 724 Rorabaugh-Wiley Building, Hutchinson, Kan.

The Clark Burdgrain Company of Wichita, Kan., has opened an office at Kansas City, Mo., in charge of R. L. Smith.

The Stewart Grain Company, Ltd., of Winnipeg, Man., has been incorporated in Saskatchewan with capital stock of \$100,000.

R. R. De Armond of the Russell Grain Company, Kansas City, Mo., is now in the officers' training camp at Fort Sheridan, Ill.

The Luke Grain Company of Peoria, Ill., has moved its offices from Washington street to rooms 38-40 Board of Trade Building.

Philip Graf, cashier for Rosenbaum Brothers, Chicago, Ill., was drowned while in bathing on September 3, near Sandusky, Ohio.

Merle Howard, until recently of Niles, Mich., has associated with his father, F. A. Howard, in the grain business at Omaha, Neb.

The Harvey Grain Company of Chicago has filed amended articles of incorporation increasing its capital stock from \$9,000 to \$99,000.

George Stewart has left the Mason Haupe Grain Company of St. Louis to go with the A. J. Brunswick Grain Company of St. Joseph, Mo.

The McCabe Bros. Company of Duluth, Minn., recently increased its capital stock to \$200,000 and its limit of indebtedness to \$300,000.

John B. McGregor, formerly in charge of the cash grain department of J. C. Wood & Co., Chicago, Ill., has been admitted to partnership in the firm.

On account of transportation conditions the Hamilton Company, dealers in hay, straw, grain and feed, at New Castle, Pa., have discontinued business.

The Crabbs-Reynolds-Taylor Company, grain and seed merchants of Crawfordsville, Ind., has just completed an additional elevator at West Point, Ind.

P. P. Donahue, president of the Donahue-Stratton Company of Milwaukee, Wis., has been appointed county food director by the County Council of Defense.

Frank S. Coates, formerly connected with the Sperry Flour Company of Fresno, Cal., has been elected president of the Los Angeles Grain Exchange.

The Willey Grain Company has discontinued its grain business at Cincinnati, Ohio, and resigned from membership in the Cincinnati Grain & Hay Exchange.

The Turner Grain Company of St. Louis, Mo., has been incorporated at St. Louis, Mo., to carry on a general grain commission business. Capital stock is \$15,000.

J. A. Hummell, of the University Farm, Minneapolis, Minn., has been engaged to take charge of the laboratory of the State Grain Inspection Department.

Edward D. Winslow, late United States minister to Copenhagen, has made application for membership in the Chicago Board of Trade, of which he was formerly a member.

Walter M. Blowney, assistant secretary of the Chicago Board of Trade, has been appointed secretary of the Board pending the appointment of a successor to the late J. C. F. Merrill.

George S. Colby, assistant chief grain inspector on the New Orleans Board of Trade, succeeds Chief Inspector W. L. Richeson, who has become manager of the Wheat Export Company, Inc.

E. E. Anderson has purchased the hay and grain business and plant of H. A. Klyce & Co. at Memphis, Tenn. It consists of hay warehouse, feed mill and storage for about 50,000 bushels of grain.

Edward M. Flesh, second vice-president of the United States Food Administration Grain Corporation, opened offices in the Boatmen's Bank Building, for the St. Louis District, early in September.

A receiver was recently named for the United States Grain Commission Company of Omaha, Neb. It is said that claims against the company and its manager, William R. Richter, aggregate \$200,000.

Leonard C. Isbister has severed his connections with the grain export firm of Smith & Millar of New York City to become associated with the newly organized grain house of Lewis, Proctor & Co., Inc.

Logan M. Baxter, until recently associated with the Langenberg Bros. Grain Company of St. Louis, Mo., will represent Lowell Hoyt & Co. of Chicago in the new office recently opened in the St. Louis Merchants' Exchange.

Simons, Day & Co. of Chicago, Ill., have opened a new office at Galesburg, Ill., in the Holmes Building, with Wilbur G. Daugherty in charge. A new office also at Peoria, Ill., which will be temporarily in charge of M. M. Day.

The Grain Growers' Export Company, Inc., has placed its entire staff and business organization at New York City at the disposal of the Wheat Export Company without any charge excepting salaries to employees and operating expenses.

President Jos. P. Griffin appointed the following delegates to represent the Board at the annual meeting of the Grain Dealers' National Association at Buffalo; Hiram N. Sager, Fred G. Winter, D. J. Van Ness, J. A. Cairns, P. H. Monks.

The Philadelphia offices of the Grain Corporation, in charge of H. D. Irwin, are located in Rooms 272-86, Bourse Building. The firm of L. G. Graff & Son, of which Mr. Irwin is a member, has contributed its entire staff to the Government service.

The Grain Corporation now occupies the former quarters of the Barnes-Ames Company in the Duluth Board of Trade Building. Percy H. Ginder, representative of the Government in that market, had everything in readiness for commencing work September 4.

W. C. Culkins, who has been for a number of years past the efficient secretary of the Cincinnati Chamber of Commerce, has resigned the office. Various testimonials were tendered Mr. Culkins by friends and organizations of Cincinnati on his retirement.

An amendment to the charter of Pease & Dwyer Company, wholesale grain and hay dealers of Memphis, Tenn., was recently filed increasing the capital stock from \$50,000 to \$100,000. The principals of the company are S. T. Pease, C. G. Mette, W. H. Dwyer and J. A. Wilson.

Charles E. Colson, until recently representative of James Carruthers & Co. on the New York Produce Exchange, has become connected with the Western States Grain Company. His former place will be filled by James Schonberg, who has been with the Carruthers firm for the past 2 years.

Articles of incorporation were filed late in August by the Pacific Grain Company with a capitalization of \$250,000. The firm is to take over the business of Max Hauser, well known Portland, Ore., grain man, and will operate it during the continuation of the war for the benefit of the Red Cross.

A reorganization has taken place in the Kemper Grain Company of Kansas City, Mo.; owing to the retirement of President D. F. Piazek, who has charge of the Government's grain affairs in Kansas City. New officers of the grain company are A. Hinchman, president; G. S. Hinchman, treasurer; F. L. Bedell, secretary.

There was published recently from the News Service of the Universal Military Training League of Chicago an open letter by Frank G. Logan, founder of Logan & Bryan, on the "Benefits of Military Training." It suggested that every citizen should insist that Congress immediately upon reassembling in December, make a permanent provision for the training of young men between 18 and 20 years of age along the lines worked out in the Chamberlain Bill, and if the people throughout the United States would take hold of this matter and insist upon it,

such a law could be quickly put upon the statute books.

J. W. Devlin, son of J. H. Devlin, manager of Albert Miller & Co., of Chicago, is on his way to France with Battery F of the 149th Artillery. His company left Fort Sheridan for Long Island on Labor Day. Mr. Devlin left the University of Chicago April 3 to join United States defenders and has been successively promoted from corporal, sergeant and gun sergeant. He will give a good account of himself in the war.

A reorganization has taken place in the Turner-Hudnut Company, large handlers of grain at Pekin, Ill. Jesse H. Ridge, formerly with S. C. Bartlett & Co. of Peoria, has been elected secretary, succeeding J. W. Barrett, who has sold his interest and retired. Mr. Ridge will remain at Peoria as manager

TRADE NOTES

Oliver J. Abell, president of the Abell-Howe Company, Chicago, Ill., has been elected a director of the American High Speed Chain Company, Indianapolis, Ind.

The Witherspoon-Englar Company, of Chicago, has been awarded the contract for the plans for the municipal grain elevator and terminal docks at Portland, Ore.

Horace Nordyke, member of the famous family of mill and elevator machinery manufacturers, the Nordyke & Marmon Company, of Indianapolis, Ind., is now an ensign in the United States Navy.

Carleton W. Hess, of the Hess Warming and Ventilating Company, Chicago, manufacturers of Hess Driers, left Chicago September 6 for Camp Logan, Houston, Texas, as member of the First Illinois Engineers.

The Nordyke & Marmon Company of Indianapolis, Ind., has commenced work on the second addition to its plant which was recently decided upon. This last addition will be 90x300 feet and there is a total of 90,000 square feet of floor space added to the plant by the construction of the two new buildings.

The fact that there are over 7,000 Emerson Kickers in use in various parts of the United States would seem to attest their value. This machine is manufactured by W. H. Emerson & Sons, of Detroit, Mich., and is said to make an absolutely perfect separation of oats from wheat, so that not one kernel of oats is left with the wheat and not a kernel of the wheat lost with the oats.

The Galloway Masterpiece Six is an engine especially designed to furnish power for grain elevators. The manufacturers, the William Galloway Company, of Waterloo, Iowa, claim it is most reliable, economical, steady and efficient, and it runs by kerosene or gasoline. Although the famous Masterpiece Six is strongly recommended, yet engines are made from 1¾ to 16 horsepower. The engines are sold direct from the Waterloo factories.

De Roo & Son, of Flint, Mich., manufacturers of the Flint-Brown-Duvel moisture testers, advise the grain trade that now is the time to act in the purchase of testers. A large demand is looked for this fall, and at present the company will be able to make prompt shipments. The testers are made according to specifications in Government circular No. 72 and supplement thereto, and in four sizes—one, two, four and six compartments.

The principal crude rubber market of the world is Singapore. To this port the big rubber plantations of the East ship their crude rubber offerings for sale at the weekly auctions. Goodyear Tire & Rubber Company, manufacturers of the famous Blue Streak Belts, of Akron, Ohio, have experts on the ground to inspect each lot of crude rubber before bidding. These men are not only familiar with the numerous grades of rubber but must know the peculiarities of the product of each plantation. They

of the branch office that has been established there, and it is reported that the company will build a new elevator at Peoria.

George S. Jackson, second vice-president of the Food Administration Grain Corporation for Baltimore, Md., and Newport News, Va., opened headquarters September 1 in the old First National Bank Building, Baltimore. He will be assisted by Herbert Sheridan, Joseph M. Warfield and Edward Netre.

In the preliminary notices of the establishing of offices at Sioux Falls, S. D., by C. H. Thayer & Co., of Chicago, it was erroneously stated that headquarters would be in the Security National Bank Building. The new offices are located in suite 407, Boyce-Greely Building, among the rest of the grain trade.

watch for the rubber from the more efficiently managed plantations, on account of its superior cleanliness. Though the cable charges between Akron and Singapore are heavy, and no abbreviated code messages are permitted in these war times, the Goodyear factory is in constant cable communication with its staff of crude rubber experts on the other side of the world.

The Hewitt Rubber Company of Buffalo, N. Y., whose advertisement commences in this issue, has a very enviable record in the matter of equipment of Hewitt Rubber Belting for a large number of Buffalo elevators. Several of the late elevators in that terminal are equipped with this make of belting. The elevators equipped with bleaching facilities will find their K. O. H. Sulphur Belt most satisfactory, as it is an acid-resisting belt and is said to have given the greatest satisfaction wherever used.

The Abell-Howe Company, Chicago, has been incorporated to provide for the expansion of the sales and engineering organization inaugurated some months ago by Oliver J. Abell, 565 Washington Boulevard, that city. The new company has acquired important interests in some of the manufacturing companies for whose products it will be the national distributor, and in addition it will continue to market other equipment as sales agent. Among the products to be sold exclusively through the Abell-Howe Company are American High Speed Chain and Howe One Man Detachable Tongue Trucks. Oliver J. Abell is president and treasurer of the new company, Glenn G. Howe is vice-president and C. E. Kane secretary. Arrangements for representation in the principal distributing centers of the country will be shortly completed.

After their location, for about a quarter of a century at No. 1122 Yale Place, with offices adjoining on Twelfth Street, the Day Company, well known manufacturers of dust collecting systems at Minneapolis, Minn., are housed in their new modern building at No. 1004 North Lyndale Avenue. They have every convenience which a modern factory affords. The building is a two-story structure, 150x50 feet, with a 12 foot basement. The first floor is arranged for manufacturing their dust collectors, furnace feeders, blow piping, etc., while the second floor front is given over to the offices and drafting department. The factory is within 5 minutes' ride by bus line or street car to the center of the city. The largely increased business which has come to the company during the past few years made the new location necessary and ample room is had for further extension when future business demands it.

THE proposed advance of 1 cent per 100 pounds in lake and rail rates on flour and grain products from Minneapolis to the East, via Lake Michigan ports, has been suspended by the Interstate Commerce Commission until December 20.

NEWS LETTERS

BUFFALO

ELMER M. HILL CORRESPONDENT

MEMBERS of the Corn Exchange and other grain dealers throughout western New York are greatly pleased with the appointment of Charles Kennedy, of Charles Kennedy & Co., as grain commissioner for the Buffalo Division of the Federal Food Administration. Offices of the Buffalo Division have been opened in the Chamber of Commerce Building and Edgar B. Black has been appointed as Mr. Kennedy's assistant. Within the last few weeks Mr. Kennedy has had several conferences with members of the Buffalo Corn Exchange and details of the operation of the new Food Act were explained to the grain interests.

There is probably no Federal grain district in the country that is more important than the Buffalo Division. Last year more than 190,000,000 bushels of wheat passed through the elevators along the waterfront and of this amount about 85 per cent came from Canadian points. A large amount of grain is being shipped to Eastern tidewater points for transport to the Allies so that Commissioner Kennedy's position as head of the Buffalo Division is regarded by local grain interests to be of the utmost importance to the Government.

At the present time consideration is being given only to the movement, distribution and sale of wheat, but Commissioner Kennedy's duties will be increased in scope so as to include all foodstuffs. This is the Government's conservation plan to meet the war emergency. In addition to buying wheat for the Government, Mr. Kennedy will see that the large four milling industries of Buffalo are supplied with wheat at the stabilized price, but an administration charge of 1 per cent will be exacted for the Government in these transactions.

Explaining the work of his office to the grain merchants of western New York at a recent conference on the floor of the Corn Exchange, Commissioner Kennedy declared that at specified times reports must be made to his office by the mills, elevators and warehouses of the amount of wheat in store and Mr. Kennedy explained that the trans-shipment of all wheat from Buffalo to the seaboard for export will be made under his direction. There is some possibility that there will be a change in the manner of handling grain at Buffalo. It may be that the grain might in the future be stored in waterfront elevators as of grade instead of having the identity of cargoes preserved as at present. In this way the use of the full storage capacity of the elevators can be obtained, whereas under the system now in vogue, only a little more than 70 per cent of the bin capacities of the elevators can be utilized.

This new system suggested by Commissioner Kennedy would be welcomed by the managers of large waterfront elevators, especially during the busy seasons of the year when the receipts of grain are heavier than the shipments by rail and canal. Congestions often have delayed the elevation of vessel cargoes but if the various houses are allowed to fill their bins to their fullest capacity with one grade of grain instead of separating the cargoes, this will not happen.

Co-operation between the elevator managers, grain merchants and the Government is assured in the Buffalo district. The Corn Exchange pledged its fullest support to the Federal authorities.

One of the new regulations which proved of great interest to the elevator men at the conference is that requiring elevators to give warehouse receipts

for wheat consigned to them, showing the date upon which the wheat is received. This is for the purpose of protecting the Government against the hoarding of wheat, the rules prohibiting the holding of wheat more than 30 days in the elevators. Mr. Kennedy explained that in case an elevator has corn or oats in storage, it must get rid of it on demand of the Government, when the Government is in need of the storage space.

Mr. Kennedy said the fireproof grain elevator will be given preference for the Government will not carry insurance on wheat. The Government will, however, do business with elevators that are not of fireproof construction on a basis to be arranged later. Practically all of the grain elevators along the waterfront are of fireproof construction and Commissioner Kennedy congratulated the elevator interests upon their progressive attitude in the manner of handling grains and reducing to a minimum the danger of fire loss.

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A movement to restore the prestige of western New York as a wheat-producing section is being furthered by Calvin J. Huson of Dresden, former commissioner of agriculture of New York State, who, as a member of a committee headed by Governor Whitman, is urging local farmers to extend their wheat and rye acreage as a part of a state-wide movement to produce at least sufficient wheat for home consumption. It is pointed out by Mr. Huson that 50 years ago Erie County, alone, produced between 600,000 and 700,000 bushels of wheat annually and ranged second and third among the wheat-growing counties of the state. The amount of wheat now grown in the county is less than 350,000 bushels a year. The entire state of New York formerly grew upward of 14,000,000 bushels of wheat annually and now the production is only half that amount, although the yield per acre is greater than it formerly was.

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New grain will begin to arrive in Buffalo about September 20, according to advices received by Fred Pond, secretary of the Corn Exchange. Reports from shipping ports on the upper lakes indicate that grain is now being received from the Western fields and there is every indication that the movement over the Great Lakes route this fall will reach a high figure. A large part of the Canadian grain crop will be routed via Buffalo this fall because of the increased elevating facilities at this port. More than 3,000,000 bushels of additional storage space is available this year with the completion of new lake grain elevators and the enlargement of railroad facilities along the waterfront will also facilitate the shipment of grain to Eastern tidewater points. The Erie Canal will be available for carrying grain to New York up to and including November 15, and with co-operation on the part of the railroads, there should be little danger of a congestion this fall.

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Lake Superior grain shippers are figuring ahead a little for vessel tonnage and Cleveland vessel interests are being asked if they would charter their ships for late September loading at 4 cents on barley from Superior to Buffalo. Ship owners are not anxious to tie up a vessel on that basis for there is every indication that higher rates will prevail when the movement gets well under way. While the first of the fall crops will start to move about September 15, it will be at least 10 days after that date before there will be an active demand for down-bound carriers. During the early part of September the rate was close to the 32-cent mark.

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The Davidson Steamship Company, a Minnesota corporation, has filed two libel actions in the Federal District Court against the Grain Growers' Export Company of Manitoba and the Brainard Commission Company of New York city, seeking to col-

lect freight to the amount of almost \$10,000 alleged due on cargoes of wheat landed at Buffalo last June. Four cents per bushel is claimed to be the carrying charge. The defendants assert the grain was damaged in transit. The case will be tried in Buffalo before Federal Judge Hazel.

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All of the grain merchants who have been away on vacations during the hot summer months have returned to their offices in the Chamber of Commerce building and during dull minutes on the floor of the Corn Exchange they try to outdo the other in telling fish stories. From the tales that have been told it seems there are wonderfully large fish in the small creeks and hidden streams where most of the grain men sought rest and comfort. Now that they have returned, they are ready for big business during the next 2 or 3 months when the fall rush starts. F. J. Maurer, Inc., reports that all indications point to a big rush this fall but the belief is expressed that there will be less excitement in the grain market because of the Government control over prices. W. G. Heathfield & Co., Inc., says that elevators along the waterfront are better able to handle grain receipts this fall than ever before and they declare there will be no congestion unless the houses are held up through lack of freight cars. Pratt & Co., operators of the Superior Elevator, say this structure is better able to handle receipts and shipments because of recent improvements and additions to its equipment. The Buffalo office of Taylor & Bournique Company, expects to handle a record business this winter. Milton Crowe believes that the Government made a wise move in fixing prices and says that the Buffalo figure is just and equitable.

CINCINNATI

K. C. CRAIN CORRESPONDENT

UNDER arrangements made by the Cincinnati Grain and Hay Exchange with the Federal Government, Cincinnati will be one of the four markets in which grain trading will be allowed under a special rule, at prices to be fixed between \$2.18 and \$2.19 a bushel for wheat for sale to the millers, by commission men, as usual. This arrangement was made as the result of a trip to Washington by E. A. Fitzgerald and Edward Richter, who went to the capital to find out just what the conditions were under which business would have to be conducted. A committee was appointed at once to determine what the price of wheat in Cincinnati should be, and its report will be acted upon by the directors of the Exchange. Much of the confusion and uncertainty at first existing was due to the fact that Cincinnati was placed in the Philadelphia district, and the Philadelphia price was fixed at \$2.26 a bushel for wheat. The adjustment of freights and other factors puzzled the Cincinnati trade considerably, and E. A. Fitzgerald, as president of the Exchange, at once got into communication with H. D. Irwin, of Philadelphia, Food Administration Agent, to settle the matter. It was especially a matter of anxiety among the trade as to whether the new regulations and prices would interfere with the city's large grain trade in the South and Southeast, but it is not understood that this will be the case.

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When market cities were established at which the Government would buy grain at the maximum prices established, Cincinnati grain men were considerably put out at what they considered the neglect of the Queen City's importance as a grain market. It was pointed out that wheat receipts since July 27 up to the latter part of August were 2,129 cars, this figure giving ample proof of the city's leadership in this section. However, inquiry developed the fact that the city would not be a Government buying center, and thus the question as to prices arose, Cincinnati, Toledo, Indianapolis and Louisville being in the same general situation in this respect. This will really prove to be a great

advantage to Cincinnati and the other cities named, as the commission business will continue as usual, limited only by the fixed prices, whereas the cities where Government buying is done will not be permitted to trade save in limited zones.

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Members of the hay trade in Cincinnati were much gratified at the action of the Federal authorities in selecting the city as the central hay compressing depot for all hay purchased by the Government and for export to the allied armies. The selection was made on the recommendation of Colonel Dravo, of the Quartermaster General's Department, who will be in charge of the depot. Arrangements have been made with the Early & Daniel Company, which handled a vast forage business with the Government in connection with the Mexican expedition, to take care of the actual operation of the depot. The plant of the Cincinnati Cooperage Company, comprising about 6 acres of ground, has been leased to furnish room for the work, and the necessary machinery is being installed for the purpose of taking care of it. The selection of an inland compressing station indicates a decided change in policy, as hay for export was formerly compressed at the seaboard. The need for saving car space, and for avoiding rehandling at the shipping ports, was the principal factor in causing the change.

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Members of the grain trade in Cincinnati who had heard from correspondents about the numbers of small elevator and barn fires over the state were deeply interested in the recent report of State Fire Marshal Fleming, to the effect that there is evidence that German sympathizers have been instrumental in much of the destruction of grain thus caused. He gave startling figures showing the amount of grain already destroyed, declaring that the loss of grain since April through elevator fires has been appalling. In Ohio alone he stated that before harvest time over \$200,000 worth of grain was lost by reason of elevator fires, and that during that period over 140 fires occurred in various parts of the country in elevators. He urged that grain be stored, wherever possible, in fireproof repositories, and that all elevators and barns be watched with the utmost vigilance to prevent fire, either incendiary or accidental, in view of the great importance of conserving food-stuffs in the present world crisis. A number of arrests have been made in Ohio in connection with incendiary fires.

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On August 25 the elevator and flour mill of O. C. Shepard, at Chardon, Ohio, was destroyed by fire, with a loss in all of about \$30,000, including considerable quantities of wheat, flour and corn. Mr. Shepard indicated that he had reason to suspect that the fire was of incendiary origin.

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Chief Grain Inspector George F. Munson and Traffic Manager G. M. Freer, of the Cincinnati Chamber of Commerce, met recently with representatives of the various railroads entering Cincinnati, for the purpose of expediting the clearance of the grain and hay traffic through the city. No action was taken by the meeting, but various recommendations were made which have already had the effect of speeding up the movement of grain. Among these were that all cars of hay and grain be inspected in the outer yards, instead of being switched into the congested downtown district for inspection, and also that the inspection force work all day, instead of during the morning only, as the custom has been in the past. If suburban inspection is decided upon, it is probable that the railroads will designate certain tracks on which cars will be placed for inspection.

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The Grain and Hay Exchange of the Cincinnati Chamber of Commerce recently promulgated a new rule regarding dockage, in order to make the local practice conform to Federal regulations on interstate traffic, the new rule running as follows: "On all sales of wheat on track, in elevator, in sacks, or to arrive, when such wheat is sold by grade only or by both grade and sample, the dockings as indicated by the Federal certificate of inspection shall be deducted from the gross weight without payment

for said dockage. This rule to be in effect on and after August 17, but nothing in this regulation shall be construed to apply to wheat which is sold by sample only."

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E. E. Dannemann, a popular member of the Cincinnati Grain and Hay Exchange, came into special prominence recently by reason of being the only member of the organization to be drafted on the first call. Most of the members are beyond the 31-year limit fixed by the law, Mr. Dannemann being one of the few youngsters in the Exchange. His friends gave him a farewell dinner in honor of his selection to serve in the National Army, as he easily passed the physical examination, and will make a first-class soldier.



THE appointment of Percy H. Ginder as second vice-president of the \$50,000,000-Food Administration Grain Corporation and the representative of that organization in the Duluth market, was well received by members of the Board of



PERCY H. GINDER
Second Vice-President Food Administration Grain Corporation.

Trade. He enjoys wide popularity in grain trade circles through his long connection with it, latterly as secretary of the Barnes-Ames Company. He has complete supervision over the trade on this market, being the sole purchaser of the wheat offered, and upon his decision rests its apportionment between the local millers, Eastern millers and export trade interests.

Duluth is well represented on the executive end of the new Government Grain Corporation, with Julius H. Barnes at its head and Watson S. Moore serving as its secretary. Frank L. Carey, who was an active member of the Duluth board, is its representative on the Minneapolis market. Mr. Ginder's first official act was to post the following notice on the trading floor:

You will please make disposition of grain as has been the custom in the past. Please understand, however, that this is only a temporary arrangement and is subject to change when the details have been worked out, as to the manner of handling grain by this administration. I would ask you to file each day in our office a list of the wheat received and the disposition of it, forms for which may be obtained on application.

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The Benson-Stabeck Company had the honor of making the first sale of wheat to the Food Administration Grain Corporation. It was 1,000 bushels

of No. 2 durum that had been on store for a grower in Consolidated Elevator "D." At the start all the wheat offered on the Duluth market was requisitioned by Duluth millers, and with the Minneapolis mills reaching out for grain to enable them to operate, the receipts at this point were limited during the first week after the new mode of operating came into vogue. Elevator men here are looking forward to handling a substantial tonnage between now and the close of lake navigation. Reports from over the West regarding threshing returns have led to a revision upward of the estimated yield of spring wheat for the season. It is now placed by some of the experts here at not less than 260,000,000 bushels. The originally gloomy predictions are now believed to have been impelled by certain interests with a view to inducing the Food Control Committee to fix the wheat price at as high a level as possible.

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The first cars of the new season's wheat on the Duluth market were received on August 21. They came from North Dakota points. Three of them graded No. 1 spring and two of them No. 2 spring. The kernels were plump, the wheat running at 63 pounds in weight and being penalized less than 1 per cent dockage. They were consigned to William Dalrymple, the Atwood-Larson Company, the Barnum Grain Company and the Becher-LaBree Company. The wheat received so far this fall has been uniformly high grade, with all but a small proportion of it No. 2 spring or better. It is noted that growers are paying more attention to cleaning their grain before shipping it in on account of the high dockage dirty wheat is subjected to under the new Federal standardization system of inspection. Complaint is coming from growers in some districts, however, that the penalty for cockle is too severe and is imposing an unjust hardship upon farmers who may be unable to obtain cleaning equipment.

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The first Manitoba wheat to reach this market was received last week at Great Northern Elevator "S." The towns from which it was shipped included West Gretna, Plum Coulee, Glencross and Walhalla. Under the new marketing regulations, however, and the strict supervision being exercised by the Canadian Grain Commission, the movement of wheat from up there is expected to be limited for a time at least. Winnipeg operators do not, in fact, know where they stand at present in the way of export trade and the Eastern movement.

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A bone of contention has been furnished regarding the rate of commission to be charged for handling wheat, rye and barley on the Duluth market. In view of the Food Administration Grain Corporation having named a basis of 1 per cent of the gross proceeds for handling any wheat that may be consigned to it by growers at interior points, it was thought this basis of commission, with a maximum of 2 cents and a minimum of 1 cent should be fair to dealers. A motion to that effect was defeated, however, at a special meeting of the Board of Trade held one day last week. The vote stood at 54 for to 35 against the amendment, but owing to a two-thirds vote being necessary it was defeated by five votes.

Under another amendment to the rules, carried unanimously, a charge of one-half of the minimum rate of commission will be made for services in receiving and handling, receiving and ordering into store, receiving without purchase on warehouse receipts or otherwise, and shipping any of the commodities dealt in on the exchange. A proviso is made that the charge on flaxseed shall not be less than 1/2 cent per bushel.

A proposal to compromise on a commission of 1 1/2 cents a bushel for handling wheat and barley was nipped in the bud through the receipt of a communication from the Food Administration Grain Corporation strongly urging the desirability of all grain exchanges making their contribution towards the decreased costs campaign by reducing commissions for handling wheat to not over 1 cent per bushel as was customary for many years. It was pointed out in the letter that the exchanges would find great difficulty in justifying any action in rais-

ing their rates or in maintaining a rate of more than 1 cent per bushel, especially in view of the Canadian wheat crop being handled on that basis.

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A committee composed of H. E. Emerson, of A. D. Thomson & Co.; G. W. Spalsbury, of the Duluth-Superior Milling Company, and W. B. Joyce, manager of the VanDusen-Harrington Company's Duluth office, has been appointed by the Food Administration Grain Corporation to examine samples of all the lower grades of wheat and durum arriving on the market here each day with a view to fixing the differences under the fixed price on cars grading lower than No. 4 and on smutty cars of Nos. 1 to 4 grades. Instructions have been issued to make the discounts on the following basis: On smutty wheat the differences will run from 1 to 10 cents, depending on the degree of smut and whether the smut balls are broken and the wheat smeared.

On wheat containing barley, the discounts will run from 2 to 2½ cents for each per cent of barley the wheat carries.

For wheat carrying cockle, kingshead, and wild peas, the discounts will run at 4 and 5 cents for each per cent of those wild seeds. All mixed grades of wheat and durum are to be discounted 4 cents in addition to the other discounts. No car of wheat grading lower than No. 4 will carry a discount of less than 1 cent under the fixed price for the No. 4 grade of grain in question.

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Storage supplies of all grains in Duluth elevators were recently down to only 359,000 bushels, of which just 17,000 bushels was wheat. This was a new low record. When it is considered that the capacity of the houses at the Head of the Lakes is over 35,000,000 bushels, their cleaned out condition is to be appreciated.

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Activity in the demand for oats, barley and rye was reported by the White Grain Company, specializing in that trade here. Strong call from the East for rye and barley has been experienced by this company lately, and under that buying new record high prices have been struck on the Duluth market. Rye struck \$1.86 one day recently, and barley sold up to \$1.30. Oats have also been strong, selling up to 59 cents on the track.

"We are looking forward to putting through a heavy trade this fall in coarse grains. The demand for them is urgent, and it seems to be just a case of obtaining the supplies," said R. M. White, of the White Grain Company.

ST. JOSEPH

ALLAN T. WEST - CORRESPONDENT

THE St. Joseph Wheat Corporation was formed this week, and expects to serve the same function as a Government buyer in this market. It will take over the wheat from the local dealers and store it, subject to the orders of the zone manager. Local banks have agreed to furnish the financial assistance, and it is ready to commence as soon as the charter is received. John M. Flynn is president; T. P. Gordon, vice-president; Charles A. Geiger, secretary, and George W. Helm, treasurer.

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Announcement is made that the new Larabee Mill will be in operation by October 15. Almost all of the machinery has arrived and is being placed.

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The following resolution was recently passed by the Board of Directors of the St. Joseph Grain Exchange:

In view of the declared intention of the Food Controller to take over on behalf of the Government, full control of wheat on September 1, and the consequent difficulty that will ensue in completing contracts on wheat that have been entered into previous to that date, be it

Resolved, that all open contracts on wheat which have been entered into under the rules and regulations of this Exchange, previous to September 1, 1917, that provide for completion on and after September

1, 1917, if not completed shall be settled at maturity at the price fixed and established by the Government and then existing in this zone at the maturity of said contracts.

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Captain F. R. Warrick has resigned from the Board of Directors of the local exchange. He has been stationed on the Mexican border for several months and expects to be ordered to France in the near future. Charles A. Geiger, of the Geiger Grain Company, was elected to serve the balance of his term.

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George Stewart is now connected with the A. J. Brunswick Grain Company, having severed his connection with the Mason-Hawpe Grain Company, of St. Louis, on September 1.

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Work on the new tanks at the St. Joseph Public Elevator is being rushed, and it is expected to have them ready for use in about 30 days.

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J. L. Frederick, of the Frederick Grain Company, is making a motor trip through the West and expects to be gone for some time. Mr. Frederick is the president of the Missouri Grain Dealers' Association.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

GOVERNMENT buying of wheat began in Kansas City on September 4, Harry J. Smith, formerly of the Lonsdale Grain Company, acting on the floor for Uncle Sam. The date originally set for September 1 had been postponed over the double holiday, to give more time for readjustment. The first sale to the Government was made by F. L. Bedell of the Kemper Grain Company, a car of No. 2 red from O. N. Hamacher of Richmond, Mo., at \$2.12, the grain testing 59 pounds. While the Government agents, in distribution, are giving preference to seed buyers, there is also a preference given to mills which have contracts for army flour. Off grades chiefly are going into elevators.

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D. F. Piazek, the representative of the Food Administration Grain Corporation at Kansas City, has taken practically the whole first floor of the New England Building, a block from the Board of Trade, and has got his forces into good working order. He probably will have 60 employes in a short time. Mr. Piazek is considered as well qualified for the post as anybody who could possibly have been found. He has been in the grain business here since 1893, when he and W. T. Kemper came from Valley Falls and organized the Kemper Grain Company. Mr. Piazek was made president of this company on the retirement of Mr. Kemper about 15 years ago.

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Secretary E. D. Bigelow has enlarged his corps, to care for the additional work made necessary under the Government buying system. George H. Hughes has been appointed to have charge of the handling of warehouse receipts. Mr. Hughes has had a long experience in grain matters, having served under F. D. Coburn, former secretary of the State Board of Agriculture in Kansas, and J. C. Mohler, present secretary. He has also been employed by the Missouri, Oklahoma & Gulf Railroad.

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The Kansas City Board of Trade closed at 11:30 Saturday, September 1, as a token of respect for the late J. C. F. Merrill, secretary of the Chicago Board.

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Frank G. Crowell is another former president of the Board of Trade who is now engaged in assisting the Government in food regulation. He is vice-president of the wheat purchasing division of the Food Administration, and has charge of the Governmental agency at New York, where he is also in charge of the executive work of the wheat board.

He has relinquished all activities in connection with his business here, and is now drawing only \$1 a year, his salary from the Government.

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R. R. DeArmond, who has been representing the Russell Grain Company on the floor, has burned his bridges behind him, and entered the officers' training camp at Fort Sheridan, Ill. He has sold his membership on the Board, though he expects to return to the grain business after the war. There seems little doubt that he will be given a commission. He has seen a great deal of military service, both in the National Guard and in the regular army.

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Reports on the probable Kansas corn crop have rung more radical changes than almost any other crop subject in the past 10 years. The vast amount of corn that was planted following the failure of wheat gave the subject particular interest, and the droughts, the cool weather, the winds, the rains just in time—all have helped to vary the estimates of the crop. J. F. Eubank, returning September 1 from a tour of southern and central Kansas, joined those who believe the crop will be large, and put the possibility as high as 150,000,000 bushels.

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The Kansas State Council of Defense was keenly disappointed in the failure of its plan to raise a large sum for seed wheat, the total of the fund being less than \$100,000. Many counties are financing their own growers, and the State Council is working on new plans now for seeing that a maximum of land is planted, and that nobody fails to plant because of inability to buy seed.

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Grain firms in the Kansas Wheat Belt are reported exceedingly busy distributing seed wheat, which has been selling locally as much as 22 cents above the level of Government fixed prices.

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There were reports at Kansas City that farmers were dissatisfied with the prices fixed for wheat, and would not plant full acreage. These reports were branded as silly, since a farmer is going to raise wheat if he has land and the inclination, and prices are 50 per cent above what he has been getting in the past few years.

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The Kansas City Stock Exchange, organized a year ago and operating for 6 months, has reorganized; discontented members will be allowed to withdraw their pro rata of the funds remaining in the treasury, which is the residue of membership fees, the members remaining in the exchange agreeing to an assessment to keep the exchange going. Among men known to the grain trade who are interested is Kay H. Beach, who is secretary under the reorganization.

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The funeral of T. J. Templer, a well known grain man, of Hutchinson, Kan., who died August 5, was held in Kansas City. Mr. Templer was a former member of the Kansas City Board of Trade. Among the pallbearers was W. C. Goffe, of Goffe & Carkener.

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The strike of the elevator employees, which affected several Kansas City elevators, was settled by the granting of higher wages, but without recognition of the union. During the strike, some of the elevators that were not affected had employees sworn in as deputy police officers, but there was practically no trouble.

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The rule requiring Kansas City Board weights on grain sold for shipment, was abrogated during the strike at the elevators, and was reinstated when the strike ended.

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The regional conference on wheat production for 13 states was held in Kansas City August 22 and 23, with Dr. Raymond A. Pearson, Assistant Secretary of Agriculture, presiding. Besides the Government men in attendance as counselors, the conference had the privilege of hearing James Wilson, former Secretary of Agriculture, who stimulated patriotism with his declarations of how earnestly he was going to work on his farm, and of his methods of solving the labor problem. J. C. Mohler,

secretary of the Kansas State Board of Agriculture, said he believed that state's wheat raisers would come forward with a large acreage, in response to the liberal prices for farmers fixed by the Government. There were suggestions during the conference that all men and women be registered regardless of age, as available for farm work; that small tractors be more generally used; that communities more carefully list and use their own available labor; that more married couples be encouraged and provided with quarters to live on farms.

While the conference did not discuss the price problem, this subject was thoroughly hashed out in small groups, and in gatherings outside the conference. Oklahoma grain dealers who came for the event, held a meeting with President Carkner of the Kansas City Board of Trade, and sent telegrams to the Food Administration and the Wheat Price Committee, recommending \$2.50 as the minimum price of wheat in Chicago, it being pointed out that it cost \$2.40 a bushel to raise it this year.

The Advisory Committee on Hay of the Council of National Defense held its first meeting in Kansas City, September 4. The entire committee was present, as follows: John North, of North Bros., Kansas City; John E. Murray, New York; T. P. Huffman, New York; George S. Bridges, Chicago, and L. A. Webster, San Antonio. The committee prepared suggestions for the National Council.

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There is much comment here on the generosity of J. J. Donahoe, who had been in partnership with his brother, E. L. Donahoe, in the grain business at Ponca City, Okla. E. L. Donahoe died recently, leaving an estate of a third of a million dollars. J. J. Donahoe refused to take any of this fortune, declaring that he had enough for himself already, and left the share of the estate in which he would have participated, entirely to other relatives.

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The Clark Burdg Grain Company, of Wichita, is establishing an office at Kansas City, which will be in charge of R. Y. Smith. Mr. Smith, familiarly known as "Bob," has been a member of the Kansas City Board for many years, and is widely known. Mr. Burdg will probably spend much of his time in Kansas City, and Mr. F. J. Kramer, of the firm, will also be seen frequently, it is expected.

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THE Milwaukee Chamber of Commerce has been concerned for several days in formulating its plans to take care of the wheat trade under the new Government Food Administration. President H. W. Ladish has been consulting with Food Administration Agent Jackson to get details on the procedure. He declares that in the distribution of the Government wheat, preference is to be given to the millers at all times and every facility is to be offered so that they can get all the wheat they want.

The plan of administering the Federal Food Law for the control of wheat contemplates even less disturbance to the usual methods of trade than was expected, according to President Ladish, who says:

A committee consisting of expert judges of wheat in the Milwaukee market will have the task of apportioning the wheat to the mills. The apportionment will be made on the basis of their purchases at this market for a period of 2 or 3 years. Any wheat not sold to the millers will be stored in one of the Milwaukee elevators to Government account.

The Government will not buy the low-grade wheat, that is anything below the grade of No. 4, and that quality will be bought and sold as heretofore after September 10, when the Government wheat program goes into effect. The low-grade wheat will be sold according to the old methods except that the price committee will determine its value as a protection to the farmer, although it may be sold to the highest bidder above that price.

The Government began taking over wheat at Milwaukee even before September 10, as grain could be turned over to the Government several days

in advance for convenience in adjustment.

No buyer of wheat for the Government is required here at Milwaukee, it is believed, as the grain is turned over to the United States according to the schedule fixed by the Federal Price Fixing Commission. The law will go into effect without the slightest friction, it is said.

* * *

The Wisconsin crop report is favorable in many respects. There is danger, however, of frosts for corn which still has 3 weeks to go before it will be mature. The present showing is for 72 per cent of a normal crop of corn which should yield 56,000,000 bushels, compared to more than 60,000,000 bushels last year. It is estimated, however, that with the absence of frosts, corn may be of much better quality than it was a year ago.

Spring wheat condition at the time of harvesting was 96 per cent in Wisconsin, from which a production of almost 3,000,000 bushels is forecast, compared with 1,700,000 bushels in round numbers a year ago. Winter wheat production is placed at 2,200,000 bushels approximately, so that Wisconsin should have a total output of more than 5,100,000 bushels. This will be the largest crop of wheat in the state for some time. With the special efforts now being made to enlarge wheat and rye acreage in the state, grain men declare that within a few years the wheat output of the state may be brought up as high as 15,000,000 or 20,000,000 bushels.

The oats crop in Wisconsin for 1917 will be excellent with a condition at harvesting time of 99 per cent and with a total production for the state of 90,000,000 bushels, compared with 81,000,000 bushels a year ago.

The barley yield of the state will also be a little higher than normal with a condition at harvest of 93 per cent and with a total output of more than 19,000,000 bushels compared with 18,000,000 bushels a year ago. Wisconsin will produce a little less than 10 per cent of the national production of barley for this season, the nation's yield being 204,000,000 bushels.

The total production of hay in the state is estimated at 4,940,000 tons compared with 4,900,000 tons a year ago. The yield per acre is in excess of 1.7 tons per acre, compared with 1.4 tons last year.

* * *

Liberty or War Bread is said to be breaking all records for its popularity here. "We have sold more of this bread than of any other food put on the market," said the manager of one of the downtown grill rooms of the city. "Many of our customers have said that the war bread is so filling that only an egg is needed with it to make a complete lunch." Another grill room manager bought a supply of war bread from a bakery, but the demand grew so heavily that the baking of a large daily batch of bread in her own ovens was required. The war bread was found to make the best kind of toast.

The Council of Defense gives a recipe for War Bread of about 75 per cent of wheat flour and about 25 per cent of rolled oats. This is the recipe which is followed now in making thousands of loaves of bread per week in the city.

* * *

Premiums are being paid in the Milwaukee market, especially for oats and barley, for which there is an excellent local demand. The cereal buyers are competing closely for choice heavy oats, as another large cereal plant has been opened in the city. Shippers are competing with the maltsters and the brewers in the purchase of barley. This has caused prices to hold up well.

* * *

J. H. Manning, P. P. Donahue and Walter C. Holstein have been named as the Milwaukee committee to apportion 30-day wheat supplies from time to time for the millers.

* * *

Harry L. Plumb, secretary of the Milwaukee Chamber, is taking an active interest in the Milwaukee coal supply. He commends particularly the order giving priority freight shipments to coal in routes to the Northwest. Mr. Plumb declares that it has long been known that boats carrying grain to Buffalo and other Eastern lake points returned empty

because the coal was not at the docks ready for hauling to Western points. The steamboat companies could not afford to keep their ships waiting. The new order, Mr. Plumb says, should give Milwaukee a full supply of coal, and this in turn may provide the necessary supplies for the Northwest.

* * *

The State Council of Defense has ordered a meatless and wheatless day each week for the entire state of Wisconsin. The order is expected to apply at first to some 7,000 hotels, eating places and restaurants in the state; but it is hoped also to have the order apply as well to all the individuals and families in the state. Magnus Swenson, Madison, Wis., food administrator for the state, expects a general response to his request. The exact days on which meat and wheat will not be used will be announced later. It is probable that Tuesday of each week will be the meatless day and Wednesday the wheatless day.

Pledge cards will be circulated among all the hotel men and restaurant owners of the state asking that they follow the new policy. An emblem will be furnished to all those who comply showing that they are co-operating in the saving of food. Recipes for bran bread, potato bread and rolled oats bread, will be widely circulated, so that the wheatless order can be followed easily.

* * *

Traveling men in the state have agreed to abstain from the eating of wheat and meat on the days designated and they will personally urge proprietors of eating houses to follow the rules laid down by the Council of Defense. No hardship is expected for the people as a result of the restrictions proposed.

* * *

Patrick Donahue has been named to the very important post of county food director of the Council of Defense. Mr. Donahue is president of the Donahue-Stratton Company.

* * *

The Milwaukee Council of Defense has named a transportation committee to have charge of such matters in this district. Frank Barry, of the Merchants' and Manufacturers' Association, has been named chairman. Others on the committee include P. C. Eldredge, general superintendent of the Chicago, Milwaukee and St. Paul Railroad; Charles Thompson, general agent of the Northwestern Railroad; Alfred Teller, F. C. Bryan, J. G. Kissinger and Frank C. Klode. This committee will deal with all transportation emergencies which may affect the commercial welfare of the city during the war. Attempts will be made as far as possible to regulate the supply of cars and to load them to the very maximum.

* * *

George Schroeder, manager of the freight bureau of the Chamber of Commerce, will represent Milwaukee in the meeting of the National Industrial Traffic League at Buffalo. This will be held about the middle of September.

* * *

Grain men of Milwaukee are keenly interested in the proposition approved by the Engineers' Society of Milwaukee to close the Milwaukee River north of Michigan Street. The plan is to close and narrow the river, which will mean a great saving in the running of bascule bridges. It will also mean streets along each side of the river, which will be a great aid to local traffic. A commission has been investigating the problem for more than a year since its appointment by Mayor Hoan.

* * *

The Rotary Club of Milwaukee is taking a prominent part in the plan to save grain. Boy Scouts will be used to distribute 10,000 pamphlets printed by the club on food conservation. Details are given showing how valuable is the mixed diet and what are the most inexpensive foods. Facts are also given showing just what to do to save leftovers to the best advantage.

* * *

A Hoover Lunch Room was conducted at the Wisconsin State Fair to show just how much grain can be saved by proper management. Lunches were

served featuring Liberty Bread, barley scones, butter and meat substitutes. These lunches were sold at cost. Recipes were also distributed so that thousands of people from all parts of the state could co-operate in the new food program for the state.

* * *

A dinner and theater party for the seed shippers of the state was held by the Wisconsin Seed Company at the Republican House. About 50 shippers were invited to attend.



DIRECTORS of the Merchants' Exchange have held daily meetings recently in an effort to solve the problem forced on the St. Louis market by the official Government wheat prices. The trade contends that the differentials established between St. Louis and Kansas City and Chicago place the St. Louis market at a decided disadvantage, despite the protests of the Chicago Board of Trade to the contrary. J. O. Ballard, president of the Merchants' Exchange in a recent statement declared that the St. Louis market is placed in the position of being between two fires. The Chicago price basis on wheat will permit that market to draw wheat largely from the entire State of Illinois, whereas under ordinary conditions almost the entire crop from the southern part of the state is handled by St. Louis houses. The price basis fixed for Kansas City is such as to attract supplies from central and even eastern and southern Missouri which ordinarily came to St. Louis. Unless some solution is found to adjust the matter, it is likely that the Merchants Exchange will appeal to the authorities at Washington in an effort to have conditions bettered, as millers as well as grain dealers are vitally interested in the matter, and are demanding that some effort be made immediately in the interest of the trade at this point.

* * *

Speculation in corn futures has been broad and active on the Merchants' Exchange, and the recent frost scare failed to catch many of the pit professionals short the market. With cash corn quoted well above the \$2 mark, and the futures below \$1.20 there is not much inducement for the trader to sell short, especially, as the trades are merely "wind," as they are limited to a maximum of \$1.28 at present. The trade also believes that this maximum shortly will be raised, especially if the corn crop, which is 3 weeks late, should be materially damaged by frost. Present quotations on cash corn here are around \$2.20 for good grades of yellow and white.

* * *

B. H. Lang has abandoned the grain business, and the firm has been taken over by W. J. Edwards, who has been associated with Mr. Lang's firm for many years. Mr. Lang has been appointed assistant to Edward M. Flesh, recently named as head of the Food Administration Grain Corporation in the St. Louis zone. The new firm will be known as W. J. Edwards & Co., and will occupy the same offices as the old firm. The personal of the old company will remain with the new organization.

* * *

T. A. Bryant, who has been connected with the J. H. Teasdale Commission Company for some time, will enter business for himself very shortly. The new firm name has not been announced. Mr. Bryant is well-known in grain circles throughout the state. He was formerly secretary of the Missouri Grain Dealers' Association.

* * *

The Bemis Bro. Bag Company has an aeroplane salesman. This proves it. One day recently Elmer Marschuetz, a salesman of the company, who enlisted in the U. S. Aero Reserve Corps, made a flight from St. Louis and landed near the Millstadt Company, at Millstadt, Ill. After alighting Mr.

Marschuetz called on Mr. Blatz, manager of the mill, and sold him an order of bags. Here's a new line of business for enterprising salesmen.

* * *

Herman A. Von Rump, for years connected with the St. Louis grain firm of Seele Bros., now has charge of the Turner Grain Company. The company was incorporated here recently with a capital of \$15,000, and will do a general commission business.

* * *

H. G. Atwood, president of the American Milling Company, Peoria, Ill.; E. E. Strouts, of Catlin, Spath & Strouts, Minneapolis, Minn.; T. J. Halsey, of the Holden Milling Company, Holden, Mo.; Floyd M. Wilson, general manager of the Denver Alfalfa Milling & Products Company, Hartman, Colo., were visitors on the Merchants' Exchange last week.

* * *

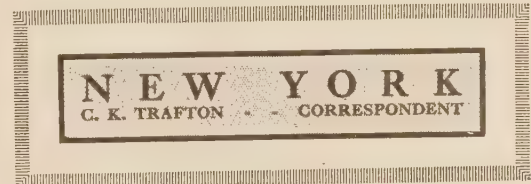
Edward M. Flesh, of the Food Administration Grain Corporation in St. Louis, appeared on the Merchants' Exchange last week and announced that he would make purchases for the Government at the recent prices fixed. He had difficulty in obtaining supplies, as the movement to market has not been very large of late. The amount of wheat obtained by purchases was so small that the following day Mr. Flesh officially seized about 100 cars of wheat here on track, and announced that the Corporation would apportion it out to mills in need of the grain. There were no complaints from the owners or shippers of the wheat when Uncle Sam took over the grain.

* * *

Logan M. Baxter is in charge of the new offices of the Chicago grain firm of Lowell Hoyt & Co., recently opened on the St. Louis Merchants' Exchange. The company will do a general commission business. Mr. Baxter is well known in St. Louis grain circles, having been connected with the Langenberg Bros. Grain Company for over 12 years.

* * *

The Milling Division of the Food Control Administration has opened offices in St. Louis at 224 Pierce Bldg. Samuel Plant of the George P. Plant Milling Company, has been appointed manager.



IN the last issue I made mention of the fact that members of the grain trade here and at other seaboard markets were greatly disturbed because of the enormous quantity of grain that was tied up on neutral ships on account of inability to secure sailing permits either from the U. S. or British Governments. It was the general opinion that more than 50 ships were held in this harbor, some being anchored several miles up the Hudson River, and that probably as many more were detained at other ports. These vessels had been loaded with wheat, corn, and oats; but chiefly the latter two, most of the grain having been bought for shipment to Holland. Some of the cargoes were said to have been destined for Scandinavian countries, where the shortage of foodstuffs was alleged to be dangerously acute. Of course, it was the general impression that the refusal to issue the sailing permits was based on the fear that a part at least of the grain might eventually "leak" into Germany.

Since that article was written there has been continued agitation and various interesting developments have occurred. At one time it was claimed that certain Government officials had decided to issue licenses for a few of the vessels provided one-third of the grain went to Holland and two-thirds to Belgium. Before the vessels were allowed to sail, however, a reinspection of the cargoes was ordered, as it was realized that much of the grain was doubtless in poor condition because of the long delay. Some of it was found to be warm, and weevil was also detected. In fact, some of the grain was found to be absolutely unfit for use, and therefore sev-

eral of these vessels were completely unloaded.

Subsequently there was another halt in the scheme to release the boats, it being claimed that the Exports Administrative Board did not approve of the proposed division of the cargoes between Holland and Belgium and had made a counter proposal that the ships be unloaded and some of them sent to Australia for wheat, and some to Java for sugar. The idea was to bring these cargoes back to the United States for division between this country and Holland. It was stated that the Export Board had refused the licenses because they were convinced that food supplies in Holland were sufficient for the next 3 or 4 months. At the same time it was asserted that the Dutch minister did not approve of the counter suggestion.

The most recent development has been the growing sentiment, and especially in shipping circles, in favor of commandeering by the Government of the neutral vessels, it being claimed that the administration should force employment of the 400,000 tons at present idle in case the Dutch and Scandinavian Governments did not accede to conditions offered by the Exports Board. Of course, it was conceded that an adjustment of the matter which would avoid commandeering would be desirable, but the outlook for such a settlement, especially in view of the stubborn attitude of the Dutch Government, is poor. It is pointed out that the right of the Government to commandeer the vessels consists in the ancient right of angary, which is defined in International Law as "an act of the state by which foreign as well as private domestic vessels which happen to be within the jurisdiction of the state are seized upon and compelled to transport soldiers, ammunition or other instruments of war; in other words, to become parties against their will for carrying on direct hostilities against a power with whom they are at peace," compensation depending upon the character of the vessel seized and the period of their usage as required.

* * *

The notice given below has been posted on the New York Produce Exchange over the signature of representatives of the Delaware, Lackawanna and Western, Erie, Lehigh Valley, New York Central and Pennsylvania Railroads:

On and after September 10, in accordance with the Federal Inspection rules and custom prevailing at all primary markets, warehouse receipts or certificates for wheat (ex-lake and Canadian excepted) will be issued for the amount shown by the New York inspection returns less the dockage prescribed by the Grain Inspection Department. Freight charges will be assessed on the rail out-turn weights at the seaboard, including dockage, subject to minimums prescribed in existing tariffs.

The following notice of interest to members of the grain trade was sent out early this month by the Food Administration Grain Corporation and posted on the Produce Exchange bulletin board:

Please be advised the Food Administration Grain Corporation at 42 Broadway, New York City, is ready to purchase immediately certificates covering wheat in public elevators at New York, where such certificates are issued under the safeguards provided by the New York State Government, and also certificates covering wheat afloat, via Lehigh Valley and Delaware, Lackawanna & Western at New York, and which certificates are also issued under safeguards provided by the New York State Government.

These certificates will be purchased for the following grades of wheat, and at prices mentioned below. Invoices with certificates attached may be made on this basis, and delivery made without previous negotiation.

- For No. 1 northern, \$2.30 per bushel of 60 pounds.
- For No. 1 red winter, \$2.30 per bushel of 60 pounds.
- For No. 1 hard winter, \$2.30 per bushel of 60 pounds.
- For No. 1 durum, \$2.30 per bushel of 60 pounds.
- For No. 1 hard white, \$2.30 per bushel of 60 pounds.
- For the No. 2 of each of these grades, 3 cents a bushel less.
- For the No. 3 of each of these grades, 6 cents a bushel less.
- For the No. 4 of each of these grades, 10 cents a bushel less.
- For mixed wheat, 4 cents less than the price of the predominating grade.
- Dark hard winter, dark northern spring and amber durum, 4 cents a bushel premium over the basic grades.
- Soft red winter, red spring and soft white, 2 cents discount under basic grades.
- Yellow hard winter and white club wheat, 4 cents discount under basic grade.

Red Durum and Red Walla, 7 cents under basic grade.
Humpback, 10 cents under basic grade.
Lower grades will be purchased by sample on basis of relative values, and samples should be shown at our office.
Purchases will all be on the basis of Government standard of grades of grain.

Henry L. Goemann, the prominent grain merchant of Mansfield, Ohio, visited his friends on the New York Produce Exchange while on his way home from Washington, where he had been in conference with Government officials. He said that the movement of wheat thus far had been decidedly light because farmers had not been inclined to sell freely. Primarily this was due to the fact that they were not yet accustomed to the new Federal Inspection system, it being so radically different from the old method. For one thing, it is far more strict and rigid. Of course, as has always been the case, the farmer feels that his wheat is always choice or No. 1, and hence is disgruntled when it fails to inspect into that grade. With this goes the penalty for the lower grading and also the charge for dockage, which adds to the confusion and dissatisfaction. More recently farmers were again bewildered and hampered by the adoption of a minimum price, which is irksome to them because, as previously stated, they imagine that their wheat must be No. 1 and they resent any attempt to give them a lower grading, and naturally they are averse to accepting the lower figure under the rules. However, Mr. Goemann believes that they will soon become accustomed to the new conditions and will find that they are fully as good, if not better than the old. In addition, he believes that the new regulations will have a good effect because they will stimulate farmers to better or more intense cultivation in order to raise their grain to the top standard. In his judgment the fixing of a minimum price will have a good effect, as it will induce farmers to cultivate a still larger area, as the minimum of \$2.20 per bushel for 1918 will undoubtedly prove satisfactory.

Members of the New York grain trade were greatly interested recently by the announcement to the effect that the Grain Growers' Export Company, Inc., had placed their entire staff and business organization in this city at the disposal of the Wheat Export Company, Inc., without remuneration other than salaries and operating expenses. It was stated that on and after September 1 the Grain Growers' Export Company, Inc., would transact all business and contracts covering purchases of oats for and in the name of the Wheat Export Company, Inc., of New York.

James W. Bowne, for many years an active member of the New York grain trade, and especially identified with oats, who had been sick and absent from business for 5 months owing to an exceedingly severe attack of typhoid fever, was cordially welcomed back on 'Change recently and heartily congratulated upon his greatly improved appearance after such a severe ordeal.

Frank S. Voorhees, long a well-known member of the local grain, hay and feed trade, has recently been on guard on the Croton Aqueduct, he being a member of the First Provisional Regiment of Artillery of New York State. Occasionally he was on duty nearly 20 hours per day.

Herbert L. Bodman, president of the recently organized Milmine, Bodman Co., Inc., which succeeded the old firm of that name, has been spending some time with his old friends and associates on the Produce Exchange prior to joining his regiment at the training camp. Mr. Bodman spent 3 months with the Officers' Reserve Corps at Plattsburg, N. Y., and secured a second-lieutenancy in the cavalry division of the new National Army.

Leonard C. Isbister, for the past two years associated with the old export and import firm of Smith & Millar, has severed that connection and become identified with the newly formed Lewis, Proctor & Co., Inc. At one time Mr. Isbister was representa-

tive in this market for the Hancock Grain Company of Philadelphia.

Charles E. Colson, who has been connected with the large grain firm of James Carruthers & Co., Ltd., for about 2 years, has given up that position and gone with the Western States Grain Company. His place on the Exchange floor will probably be taken by James Schonberg, who has been with the firm for about 2 years.

Henry Leverich, who came to this city early in 1916 to act as representative for the Hall-Baker Grain Company, of Kansas City, is no longer with that concern, having made a connection with the Wheat Export Company, Inc.

Edward D. Winslow, president of the Northern Overseas Trading Company, has been elected to membership in the New York Produce Exchange. This is a Danish corporation with headquarters at Copenhagen. Mr. Winslow, who was United States Consul General in that city for a number of years, was at one time a well-known member of the Chicago Board of Trade, being connected with the firm of E. L. Lobdell & Co.

Colonel Herbert B. Tasker, of the British Army, who came to this country some months ago and opened an office with the Wheat Export Company, Inc., for the purpose of superintending purchases of flour for Great Britain and the Allies, has been elected to membership in the Exchange.

J. Hermes, who was once a trader in the Chicago grain pit for Lamson Bros. & Co., paid a brief visit recently to members of the local grain trade, while on his way back to Chicago from Washington, where he had been called in order to receive a commission in the Aviation Corps.

F. D. Wade, who is connected with the head office of Bartlett, Frazier & Co., on the Chicago Board of Trade, spent a few weeks recently on the Produce Exchange, having come East to manage the firm's local office while Guy Hamilton, the regular representative, was on his vacation.

Fred B. Pridmore, of the Harry G. Gere Co., Inc., local dealers in grain, feed, hay, etc., has been elected to membership in the Produce Exchange.

ELEVATORS MUST MAKE WEEKLY REPORT

Every elevator in the country, from the largest terminal house to the smallest shipping station, is required to take out a license and to send to the Food Administration at Washington a weekly report on wheat and rye handled during the 7-day period. The report form for rye is the same as for wheat except that the word "rye" is used instead of "wheat."

The form for the wheat reports adopted by the Administration is as follows:

WHEAT CONTROL UNDER WAY

After months of uncertainty, the grain trade has finally settled down to a permanent schedule of business, permanent at least till the end of the war. In the last month events have moved rapidly.

One of the first things done was to license every elevator in the country and to prepare a form for a weekly report of all grain received, shipped and in store so that the administration could keep constantly informed of grain movement and supply. The license became effective on September 1.

Another immediate act was the appointment of a committee to fix the price of the 1917 wheat. This committee was headed by President Harry A. Garfield of Williams College, the other members being Charles J. Barrett, William N. Doak, Eugene E. Funk, E. E. Ladd, R. Goodwyn Rhett, J. W. Shorthill, James W. Sullivan, L. J. Tabor, Frank W. Taussig, Theodore N. Vail and Henry J. Waters. Mr. Hoover was not a member of this committee nor did he influence the decision in any way.

After about 2 weeks of conflict between the producers' and the consumers' representatives on the committee, the prices of wheat were fixed, as follows:

Basic grades—No. 1 hard winter and No. 1 red winter equivalent of No. 1 Northern spring.

	Government price.
No. 1 dark hard winter.....	\$2.24
No. 1 hard winter, basic.....	2.20
No. 1 red winter, basic.....	2.20
No. 1 yellow hard winter.....	2.16
No. 1 soft red winter.....	2.18
No. 1 dark Northern spring.....	2.24
No. 1 Northern spring, basic.....	2.20
No. 1 red spring	2.18
No. 1 humpback	2.10
No. 1 amber durum	2.24
No. 1 durum, basic	2.20
No. 1 red durum	2.13
No. 1 red Walla	2.13
No. 1 hard white, basic.....	2.20
No. 1 soft white	2.18
No. 1 white club	2.16
No. 2 of grade	3 cents less
No. 3 of grade	6 cents less
No. 4 of grade	10 cents less

RELATIVE MARKET BASIS	
Kansas City	5 cents less
Omaha	5 cents less
Duluth	3 cents less
Minneapolis	3 cents less
St. Louis	2 cents less
Chicago	Basis
New Orleans	Basis
Galveston	Basis
Buffalo	5 cents more
Baltimore	9 cents more
Philadelphia	9 cents more
New York	10 cents more

These prices will govern absolutely, no premiums being allowed for any class of wheat at any market. At country points the price to the farmers

UNITED STATES FOOD ADMINISTRATION

(License Number)

(Report Number)

(Name of Elevator) (Station) (State)
RECAPITULATION OF WEEK'S BUSINESS FOR THE WEEK ENDING SATURDAY 191—
at MIDNIGHT.

1. Total wheat in house at beginning of week.....bus.
2. Wheat received during week.....bus.
3. Total of wheat in house beginning of week, plus receipts.....bus.
4. Total amount of wheat shipped during week.....bus.
5. Amount of wheat left on hand at the end of week.....bus.
6. Of the amount of wheat on hand at the end of week.....bus. belong to this elevator.
.....bus. belong to other persons.
.....bus. went to terminals.
.....bus. went to local mills.
.....bus. went elsewhere.
7. Of the amount of wheat shipped this week.....bus.
8. Prices paid for Number 2 wheat this week ranged from.....low to.....high.

I hereby certify that the above report is true to the best of my knowledge and belief.
(Signed)
(By)
(Title)
.....191..

will be on the basis of nearest market less freight and "reasonable" handling charges. As the risks of marketing will be largely eliminated the Government will see to it that these charges are nearly, if not entirely, uniform.

In the meantime the Food Administration Grain Corporation was organized and incorporated with a capital of \$50,000,000. This company was formed to handle grain in all the markets so as to stabilize the supply and demand. The country is divided into 12 zones with a central office in a terminal market of each. The zones and the representatives of the Food Administration Grain Corporation will be found on another page.

An agreement has been entered into by the Administration Grain Corporation with the millers of the country, in which the millers agree to abide by the regulations of the Administration and the Grain Corporation guarantees them against loss by decline in wheat price. Mills of over 100 barrels daily capacity will also be required to take out a license and submit weekly reports.

The export of grain on account of the European Allied Governments, is vested in the Wheat Export Company, Inc., whose head office is at New York with branches at other ports.

Exports to neutral countries can only be made under license procured from the Exports Administrative Board, 14235 K Street, Washington, D. C., or at the branch office at 11 Broadway, New York. Applications for licenses may also be filed at any branch office of the Bureau of Foreign and Domestic Commerce.

METHODS OF DETERMINING DOCKAGE IN WHEAT

The Department of Agriculture has received numerous requests for instructions regarding the method of determining dockage in the application of the official standards of the United States for wheat. The following brief outline of the methods used by the Department has been prepared by Charles J. Brand to meet the need of immediate information pending the development of the subject in a more comprehensive manner in a Department bulletin.

Determination of Dockage in Wheat

In the "Official Grain Standards of the United States for Wheat," fixed and promulgated by the Secretary of Agriculture, March 31, 1917, and published in Service and Regulatory Announcements No. 22, Office of Markets and Rural Organization, a certain character of foreign material in wheat has been designated as "dockage," which is defined as follows:

Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, other grain than wheat, and any other foreign material, which can be removed readily from wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign matter present; also undeveloped, shriveled and small pieces of wheat kernels necessarily removed in properly separating the foreign material.

Securing the Sample: A representative, average sample should be obtained by means of the sampling device described in Department of Agriculture Bulletin No. 287.

Equipment for Separating Dockage

In determining the quantity of dockage in connection with the official grading of wheat the following cleaning devices will be used in the Offices of Federal Grain Supervision:

1. A small wheat tester or device for removing barley, oats, wild oats, pieces of straw, weed stems and other coarse matter from wheat.

This is a modified form of the machine already in general use in the spring wheat belt, where the dockage system has been practiced for many years. On account of the peculiar short, jerky motion of the riddler, this machine has been popularly designated as the "wild oat kicker."

2. Set of perforated metal hand sieves consisting of:

(a) Bottom pan: inside diameter should be 13 $\frac{3}{4}$ inches; depth 2 $\frac{1}{2}$ inches; and roll at top of pan 3/16-inch in diameter.

(b) Buckwheat sieve: with triangular perforations 8/64-inch on each side of perforations; inside diameter of sieve should be 13 inches, depth of sieve

2 inches; and roll at top of sieve should be $\frac{1}{4}$ -inch in diameter.

(c) Fine seed sieve: with round perforations 1/12-inch in diameter. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(d) Fine chess sieve: with slotted perforations .064-inch wide and $\frac{3}{8}$ -inch long. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(e) Coarse chess sieve: with slotted perforations .070-inch wide by $\frac{1}{2}$ -inch long. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(f) Scalper sieve: with round perforations 12/64-inch in diameter; depth of 1 $\frac{1}{2}$ inches; inside diameter should be 12 $\frac{3}{8}$ inches and roll at top of sieve to be 5/16-inch in diameter.

Note—Sieves (b), (c), (d), and (e) should be made to nest very freely with the bottom pan. The scalper sieve (f) should nest very freely with each of the other three sieves and also with the bottom pan.

It is absolutely essential that the dimensions of the perforations of the sieves used be exactly as stated above. A slight variation in the dimensions materially influences the percentages of dockage obtained. In order to secure the exact size it is necessary that the perforations be cut with dies especially made for the purpose. Sieves made from tin or galvanized iron with an ordinary punch will not give accurate results.

From experiments in hand screening and cleaning various kinds of foreign matter from wheat it has been found that with proper care the metal sieves with perforations as indicated for hand sieves, used in connection with the wild oats separator, will give a practical determination of dockage.

Method of Procedure

In determining dockage such sieve or sieves should be used as will remove the foreign material with the least possible loss of wheat, including small plump, or badly shriveled kernels, or large pieces of broken kernels. As a general rule, the use of the fine-seed sieve with round perforations 1/12-inch in diameter, together with the scalper sieve or the "wild oat kicker" will be sufficient. However, if the sample contains an appreciable quantity of wild buckwheat, pigeon grass, or other seeds of a similar character, or foreign material, which will not pass through the "fine-seed" sieve, then the "buckwheat" sieve should be used. All material passing through the buckwheat sieve should be considered as dockage, except that whenever the screenings removed by this sieve consist of an appreciable quantity of small shriveled kernels, the material so removed should be re-screened over the same sieve. In the re-screening, the material should be carefully deposited at one edge of the sieve, then while holding the sieve at an angle of 25 or 30 degrees, tap the sieve lightly until all material has either passed to the opposite edge of the sieve or through the perforations. If operated properly, the material at the opposite edge of the sieve will consist mainly of wheat and should be classed as wheat and not as dockage. The material which passes through the sieve will consist mainly of wild buckwheat and other weed seed together with a small percentage of shriveled kernels and small broken pieces of wheat, and these should be classed as dockage. In exceptional cases it may be necessary to repeat the re-screening in order to arrive at an equitable determination of the percentage of dockage.

The chess sieves should not be used unless the sample in question contains an appreciable quantity of chess, keeping in mind that wheat containing less than one-half of one per cent of dockage is considered as commercially clean wheat. As a general rule, the chess sieves should likewise not be used until after the sample has been screened, either over the fine-seed or the buckwheat sieve as the sample may require. Whenever it is necessary to screen for chess, the fine chess sieve with perforations .064x $\frac{3}{8}$ -inch should be used, except when the sample consists of wheat of large kernels mixed with large chess seeds.

Whenever the chess sieves are used and the screenings consist of an appreciable quantity of

small, shriveled, or split kernels, the material so removed should be re-screened over the same sieve, being manipulated as described for re-screening over the buckwheat sieve. In re-screening over the chess sieve the material should flow with and not across the slots.

The scalper sieve is to be used for removing coarse foreign material. Any threshed wheat kernels that remain on the scalper sieve should be picked out and returned to the wheat and should not be considered as dockage.

The dockage will therefore be represented by the coarse foreign material, in addition to the finer screenings obtained by hand sieving.

Since any foreign matter remaining in the wheat after the removal of dockage is considered as inseparable, and consequently directly affects the grade, great care should be used in sieving the samples.

Test Weight per Bushel to be Determined on Dockage Free Wheat

The Standards provide that all determinations made in connection with the wheat grades, with the exception of dockage, shall be made on the basis of the grain from which the dockage has been removed. Since the test weight per bushel is one of the main factors in determining the grade, the dockage should be determined with a sufficient quantity of the original sample to provide at least enough cleaned wheat for making the test weight with a pint tester, and preferably a sufficient quantity should be cleaned for obtaining the test weight with a quart tester. Under average conditions a sample of one thousand grams will be a sufficient amount for determining the test weight with a quart tester. However, if the wheat contains a large amount of coarse material and other foreign matter, it will sometimes be necessary to clean more than one thousand grams, in order to secure a sufficient quantity of cleaned wheat to make the test weight with a quart tester.

NEW LIST OF SUPERVISION DISTRICTS

The Bureau of Markets, U. S. Department of Agriculture, has just issued a new publication giving a list of the grain supervision districts and headquarters, under the provision of the Grain Standards Act. The new circular is numbered 24 and is a revision of former number 14.

Under the provisions set forth in the circular there are 35 districts with headquarters in as many cities from Boston to San Francisco, and from Duluth to New Orleans. All district and local headquarters are given, clear down to counties, and to railroad stations within counties on the several railroads. A convenient classification shows the districts to which the various States are assigned, an alphabetical index of districts by names of headquarters,—Atlanta to Wichita—a numerical index of districts, and a map showing their locations.

District 7 has been discontinued since the issuance of circular 14. This district had its headquarters at Jacksonville, Florida. The area formerly assigned to District 7 has been transferred to District 8, with headquarters at Atlanta, Ga.

POWER FAMINE IS FEARED

There is a feeling of uncertainty among operators of Buffalo elevators along the waterfront because of the constant fear that their supply of electric power will be shut off. The province of Ontario, Can., has passed an order-in-council authorizing the Ontario Hydro-Electric Commission to stop all exportation of electric power by private companies at Niagara Falls to the cities and towns in western New York. More than 80,000 electrical horsepower is now being exported to Buffalo and a large block of this power is being used by elevators through the Buffalo General Electric Company. At the request of elevator operators and other users of this imported energy, E. R. Huntley, president of the Buffalo General Electric Company, made a trip to Toronto, Ont., to investigate the Niagara power situation as it affects the importation of power by Buffalo industries. His report will be given later.



ILLINOIS

The B. P. Hill Grain Company has purchased the elevator at Pecatonica, Ill.

A new grain elevator is to be built at Stanford, Ill., for the Farmers' Grain Company.

Several repairs are to be made on the Farmers Elevator Company's plant at Carlock, Ill.

The Farmers' Elevator Company of Mazon, Ill., has erected at that place a 40,000-bushel elevator.

A larger and more modern office building is being erected for the Utica Elevator Company of Utica, Ill.

The Baker Elevator & Mill Company of St. Francisville, Ill., has been dissolved as a corporation.

The J. F. Imbs Milling Company of Belleville, Ill., has completed a new 100,000-bushel storage plant there.

The capital stock of the Merritt Farmers' Elevator Company of Merritt, Ill., has been increased from \$7,000 to \$15,000.

The Holmes & Maurer concern has sold its elevator at Burtonview, Ill., to the Farmers' Grain Company of that town.

The Fiatt Elevator Company of Fiatt, Ill., has let the contract for the erection of a 25,000-bushel elevator to cost \$11,000.

The elevator capacity of the Farmers' Elevator Company's plant at New Berlin, Ill., is to be increased by 13,000 bushels.

For the consideration of \$19,000, the elevator of Darnall & Spence at McLean, Ill., became the property of W. W. Hill of Springfield.

The charter of the Farmers' Elevator Company at Manteno, Ill., has been amended changing the capital stock from \$20,000 to \$40,000.

T. J. Henneberry has sold his interests in the elevators at Elkhart and Mt. Fulcher (no p. o.), Ill., to the E. B. Conover Company of Springfield.

The elevator of F. A. Warren at Tuscola, Ill., has been taken over by C. E. Davis of Arthur. The elevator has a capacity of 70,000 bushels.

The Budd Grain Company of Budd, Ill., has changed its name to the Farmers' Elevator Company of McGown's Crossing and its location to Blackstone.

Joseph Gilles of St. Joseph, Mo., has purchased the O'Neill & Plotner Elevator at Philo, Ill., for a consideration of \$10,000. Possession is to be given on September 15.

John Flynn, William Mortimer and William Craig have purchased the Clements Elevator, Franklin, Ill. They will form a stock company among the farmers in that vicinity.

The Scheerer & Rickards Elevator at Kempton, Ill., has been purchased by Robert Bruce of El Paso, Ill., who took possession September 3. The sale was made through J. M. McGuire.

Mrs. Lulu Peters of Bloomington has purchased the elevator at Twin Grove, mail to Danvers, Ill. The elevator has been closed for several months since the death of its former owner, J. W. Pueft.

Incorporation papers have been filed for the Delrey Farmers' Grain Company, capitalized with stock of \$15,000, to operate at Delrey, Ill. Louis Schnurr, Charles E. Gray and Perry G. Lyon are interested.

At Port Byron, Ill., the Port Byron Grain & Fuel Company has been incorporated by William McRoberts, David H. Schaeffer and J. W. Simonson. The company is capitalized with stock of \$10,000.

The two elevators at Lincoln, Ill., and the elevator at Wittkopf Siding, near Kickapoo, formerly owned by the Holmes & Maurer Grain Company, have been purchased by the Spellman Grain Company.

The R. & J. Elvin elevator property located at Tuscola, Ill., has been disposed of to Thomas W. Abrams. The new proprietor, it is reported, will build a new grain elevator on the site of the purchased plant at the beginning of next season.

The Worth Gyles Grain Company of Bloomington, Ill., has bought the interests of Mr. Outlaw in the Hornor & Outlaw Grain Company, operating elevators at Saybrook and Glen Avon (r. f. d.

Weedman), Ill., and the firm now operates as the Hornor-Gyles Grain Company at both stations.

William H. Holmes, Erastus W. Bates and N. Gosby have incorporated the Broadwell Grain Company of Broadwell, Ill., capitalized with stock amounting to \$25,000. They will operate the elevator of Holmes & Maurer Grain Company at Broadwell.

Incorporation papers have been filed for the Farmers' Co-operative Elevator Company of Dundee, Ill., capitalized with stock of \$8,000. The organizers of the company are: Fred C. Schuring, Charles Pilaum, Arthur Howard, J. W. Healy, C. F. Todd, William H. Krurfus and Charles Bolz.

IOWA

The J. S. Pulley Elevator at Minerva, Iowa, is being rebuilt.

A farmers' elevator company has been organized at Gladbrook, Iowa.

Frank Griffin has purchased the David, Iowa, elevator of E. McLaughlin.

The grain elevator located at Sigourney, Iowa, is now the property of J. F. Bray.

E. W. Cook is building a 24,000-bushel elevator at Hobart (r. f. d. Algona), Iowa.

A large grain and feed house is being built at Lovilia, Iowa, for H. W. Kester.

M. E. DeWolf has purchased the elevator located at Rembrandt, Iowa, from C. Skewis.

Ed. Daniels has sold his grain elevator located at Sulphur Springs, Iowa, to E. M. Tracey.

H. E. McCoy has been succeeded in the grain business at Birmingham, Iowa, by S. A. Kerr.

C. C. Cannon and John Tjossen have purchased the Tiedeman Elevator at Laurens, Iowa.

The Tams Elevator at Ogden, Iowa, has been purchased by A. H. Empke and son, Edwin.

A farmers' elevator company was organized by farmers in the neighborhood of Kesley, Iowa.

Work has been completed on the Farmers' Elevator Company's new elevator at Newburg, Iowa.

Farmers in the vicinity of Algona, Iowa, are contemplating the erection of a grain elevator there.

A large addition is being built to the elevator of the Osage Grain & Supply Company of Osage, Iowa.

The elevator of E. R. Ballon at Belmond, Iowa, has been taken over by the Quaker Oats Company.

The Sherwood Grain Company, of Sherwood, Iowa, has announced the dissolution of that company.

The National Oats Company is contemplating the erection of a large grain elevator at Cedar Rapids, Iowa.

The Farmers' Elevator Company's elevator located at Odebolt, Iowa, is now the property of J. H. Brown.

The Independent Elevator Company has been incorporated at Popejoy, Iowa, and will erect an elevator.

The Quaker Oats Company has decided to build a grain elevator of 300,000 bushels' capacity at Emmetsburg, Iowa.

The interest of Mr. Jones in Howard & Jones, a grain company of Auburn, Iowa, has been purchased by E. A. Howard.

The Farmers' Elevator Company, of Dayton, Iowa, has made arrangements for the erection of a fireproof elevator there.

The Farmers' Elevator at Ringsted, Iowa, has been closed down during which time numerous repairs are to be made.

The Griffith Grain Company located at Davenport, Iowa, has changed its name to the Equitable Grain Company of Davenport.

Pringle & Houser's grain business and elevator located at Bussey, Iowa, is now the property of the Wilkins Grain Company, of Albia.

The Klein Bros. have purchased the Button Elevator located at Alton, Iowa. This company now operates elevators at Inwood, Hospers and Alton.

A new elevator is being built at Rippey, Iowa, for the Clark Brown Grain Company. Two dumps and shellers and cleaners are to be installed.

The Farmers' Elevator Company has been organized at Arcadia, Iowa, by D. Hagge and J. H.

Schroeder. The capital stock of the company is \$40,000.

George Livermore has commenced construction work on a new 30,000-bushel elevator at Swea City, Iowa. The new building will be ready for occupancy about October 1.

Farmers in the vicinity of Clemons, Iowa, have organized a company and expect to build an elevator there in October. The company will handle grain, lumber, lime, etc.

Capitalized with stock of \$50,000, the Ames Grain & Coal Company has been incorporated at Nevada, Iowa. The company has taken over the property of the Central Iowa Grain Company.

William Bakley and John Jensen have purchased the Klippel Elevator and implement business situated at Ogden, Iowa, and will operate under the firm name of the Jensen Elevator Company.

Hakes & Nelson are building a new elevator at Manson, Iowa. The plant will have a capacity of 96,000 bushels and will be completed and ready for operation by the first of December.

The Mystic Milling Company, of Sioux City, Iowa, has made arrangements for the erection of four new fireproof concrete storage tanks at Leeds, Iowa. The capacity of the plant will be 60,000 bushels.

The elevators of the Tiedeman Elevator Company have been disposed of to the King Company, of Sioux City, Iowa, and M. E. DeWolf, of Spencer. The Sioux City, Iowa, office of the company is to be closed down.

J. E. and W. G. Anderson and Anton Mackovets have purchased and taken possession of the Richards Elevator at Pocahontas, Iowa. In the future the plant will be conducted under the name of the Pocahontas Elevator Company.

Efforts are being made by the Farmers' Co-operative Elevator Company, of Wallingford, Iowa, to erect a fireproof elevator this season. The contract has been placed with the Burrell Engineering & Construction Company of Chicago.

Seiler & McDonald's elevator at Plum Creek Sta., near Algona, Iowa, has been purchased by the recently organized Plum Creek Farmers' Co-operative Elevator Company. Geo. Miller is president, Roy Keen, secretary, and Wm. Gilbridge, treasurer.

The entire holdings of the Neola Elevator Company at Perry, Iowa, and other points have been taken over by the Armour Grain Company, of Chicago. The property includes 150 elevators and lumber yards in Iowa, Illinois and Wisconsin.

A farmers' elevator company has been formed at Battle Creek, Iowa, capitalized with stock of \$6,000. Jens Iversen is president; H. R. Albers, vice-president; J. W. Wellner, secretary-treasurer of the company. The firm has purchased the Trans-Mississippi Grain Elevator at that place.

MINNESOTA AND WISCONSIN

An addition is being built to the Pacific Elevator at Marietta, Minn.

A new, modern 30,000-bushel elevator is to be built at Trail, Minn.

Repairs have been made on the Pacific Elevator located at Stewart, Minn.

Work has been started on the new Farmers Elevator at Echols, Minn.

Fred Mylerberg has purchased the National Elevator located at McIntosh, Minn.

A new 15-horsepower motor has been installed in the Tanner Elevator at Swanville, Minn.

A drier is to be installed for the Globe Elevator Company in its Peavy Terminal at Duluth, Wis.

The Cargill Elevator at Luxembourg, Wis., is now the property of the Luxembourg Milling Company.

The elevator of A. C. Hatch at Battle Lake, Minn., has been sold by him to A. H. White of Lisbon, N. D.

The elevator property of Mowrey & Son at Sanborn, Minn., has been sold by them to A. Green of Morgan.

A reinforced concrete elevator and flour and feed mill is to be built at Cameron, Wis., by Edwin Ludwig.

A new office, coal shed, driveway and steel-framed Fairbanks scales have been installed in the plant of the Canby Farmers' Grain Company of Canby,

Minn. The improvements cost approximately \$3,500.

The elevator of the B. B. Anderson Elevator Company, Worthington, Minn., is being remodeled and enlarged.

The elevator property of E. J. Markham, situated at Waltham, Minn., has been disposed of by him to Mr. Ibling.

John P. Coffey has disposed of his half interest in the elevator at Ellsworth, Minn., to his partner, George Parden.

Henry Vehle has leased the Thorpe Elevator at Twin Valley, Minn., and will conduct it as the Independent Elevator.

The Rippe Grain & Milling Company of Fairmont, Minn., has extended its articles of incorporation to North Dakota.

T. Harstad has sold his grain elevator at Harmony, Minn., to J. Wolsted. Immediate possession was given the new owner.

Reports state that the Armour Grain Company has purchased the Milwaukee Elevator Company's business at Woodland, Wis.

The elevator property of the Hubbard & Palmer Company at Magnolia, Minn., has been sold to the Farmers' Elevator Company.

The capital stock of the Equity Elevator & Warehouse Company of River Falls, Wis., has been increased from \$16,000 to \$25,000.

The Farmers Co-operative Elevator Company has been organized at Kimball, Minn. The farmers will erect a new grain elevator there.

The Sacred Heart, Minn., elevator of the Crown Elevator Company has been purchased by the Great Western Grain Elevator Company.

The capital stock of the Capital City Milling & Grain Company of St. Paul, Minn., has been increased from \$100,000 to \$150,000.

James S. Hemlberg and others are interested in the organization of the Centuria Equity Exchange of Centuria, Wis. Capital stock amounts to \$5,000.

G. B. Martin has purchased the elevator at Arlington, Minn., owned by the Security Elevator Company, which has been closed down for the past year.

LeRoy D. Godfrey is president; R. J. Godfrey, secretary, of the Godfrey-Blanchard Company of Minneapolis, Minn., which will conduct an elevator there.

The Milwaukee Elevator Company has sold its elevator at Eau Claire, and Truax (no p. o.), Wis., to the Eau Claire Elevator Company, a new organization.

The Wautoma starch factory, Wautoma, Wis., which was recently purchased by the Walker Milling Company, is to be converted into a grain elevator and warehouse.

The Cargill Elevator at Herman, Minn., which has been closed down for over a year, has been reopened. The plant has been overhauled and equipped with a new electric motor.

The Farmers' Company of Sturgeon Bay, Wis., has purchased the elevator of the Lyon Bros. at Sawyer, Wis., and the feed, seed, flour, etc., store of John B. Davis at Sturgeon Bay, Wis.

The Tacklind Bros. of Drayton, N. D., have sold their elevator at Kennedy, Minn., which has been operated under the name of the Kennedy Grain & Supply Company, to K. M. Ellingson.

Numerous repairs are being made to the South Elevator of the Red Lake Falls Milling Company at St. Hilaire, Minn. An addition is to be built to the warehouse and a new driveway built.

The Montana & Dakota Grain Company has changed its headquarters from Thief River Falls to Minneapolis, Minn. Math. Barzen is president and Louis Hanson, secretary of the corporation.

The Pacific Elevator Company's elevator at Magnolia, Minn., has been leased by the Hubbard & Palmer Company. The Pacific Elevator was recently remodeled and put into first-class condition.

Incorporation papers have been filed for the Farmers Co-operative Elevator Company of Atwater, Minn. The company, it is reported, has let the contract for the erection of a modern elevator and warehouse.

The elevator of the Powers Elevator Company at Rice, Minn., has been overhauled and its capacity increased. The plant has been equipped with a 25-horsepower engine and heavy scales, and a new warehouse has been built.

The Equity Elevator Company was recently incorporated at Parkers Prairie, Minn., and John Fredenberg made manager. The new company has taken over the property of the Woodworth Elevator Company at that place.

R. Johnson is president, Charles J. Anderson, secretary-treasurer, of the Farmers' Elevator Company of March (mail Warren), Minn., which is building a grain elevator there. The capacity of the elevator will be 30,000 bushels.

Farmers around Willmar, Minn., have formed a farmers' elevator company and elected the following officers: President, O. J. Gilbertson; secretary, D. F. Senechal. The company will build a grain elevator of 15,000 bushels' capacity and a feed mill.

Articles of incorporation have been filed for the Farmers' Elevator Company of Strandquist, Minn. J. J. Olstad is president; A. H. Lund, vice-president; Sam Hougard, secretary, and J. E. Paulson, treasurer. The company will either build or purchase an elevator there.

WESTERN

The Empire Grain Company of Erie, Wash., will build a grain elevator there.

The Independent Elevator at Fairview, Mont., has been purchased by R. Jacobson.

The Chase & Rupp Produce Company of Delta, Colo., will build a bean elevator there.

The Centerville Elevator Company is to build a 50,000-bushel elevator at Warwick, Wash.

The Julesburg Grain Company has completed its new 25,000-bushel grain elevator at Julesburg, Colo. A modern elevator is to be built at Tieggen, Mont., for the Western Lumber & Grain Company.

Farmers located around Garneill, Mont., are considering plans for the erection of a grain elevator there.

A 6,000-bushel elevator is being built at New Plymouth, Idaho, for the Payette Flour Mill Company.

A large grain elevator is being built at Wolf Point, Mont., for the Winter-Truesdale-Ames Company.

The O'Donnell Grain Company of Denver is interested in the erection of an iron-clad elevator at Ovid, Colo.

The half interest in the grain firm of Hicok Bros., Colusa, Cal., held by L. L. Hicok has been sold to Irving D. Hicok.

The warehouse, grain and feed business of High & Payton at Hanford, Cal., has been purchased by Hummel & Clute.

The Powers Elevator Company has let the contract for the erection of a new grain elevator at Springdale, Mont.

The Rocky Mountain Elevator, located at Pendroy, Mont., has been overhauled and put into first-class condition.

A 10,000-bushel elevator is being built at Hayden, Colo., for the Farmers' Co-operative Elevator Company at that place.

The Creston Union Grain Company has increased its capital stock to \$25,000. The company operates at Creston, Wash.

The Platte Grain Company will erect an elevator at Pine Bluff, Wyo. The capacity of the plant is to be 30,000 bushels.

The elevator of the Kanning Bros. at Madoc, Mont., has been moved to a point on the Great Northern right-of-way.

A storage house is being built at Waverly (r. f. d. Wellington), Colo., for the Longmont Farmers' Milling & Elevator Company.

Additional grain storage is being built to the plant of the Holyoke Flouring Mill & Elevator Company at Holyoke, Colo.

The Portland, Ore., and San Francisco, Cal., firm, the Globe Grain & Milling Company, has opened up an office in Colfax, Wash.

Capitalized with stock of \$50,000, the Farmers' Equity Company was incorporated at Savoy, Mont. The company will build a new elevator.

The Farmers' Elevator Company recently organized at Musselshell, Mont., has started construction work on its new 30,000-bushel elevator.

New grain warehouses are to be built at Fairfield, Wash., and West Fairfield by N. B. Kenney & Son. The elevators will cost about \$20,000 each.

A new elevator is being built at Fort Benton, Mont., by the Imperial Elevator Company. The new structure will have a capacity of 30,000 bushels.

The Sacramento (Cal.) Chamber of Commerce is making attempts to interest the Southern Pacific Railway in the erection of a modern grain elevator in Sacramento.

The engineering contract for the new 1,000,000-bushel elevator at Portland, Ore., has been let by the Dock Commission to the Witherspoon-Englar Company of Chicago.

The Wool Growers' Warehouse Company has made plans for the erection of a bulk grain elevator in Enterprise, Wallowa County, Ore., the first, it is said, in that county.

The 15,000-bushel elevator and mill at Plains, Mont., has been purchased by George C. Gregory of Spokane, Wash. He will erect a new warehouse and put in additional grain handling machinery.

The new grain elevator of the Cheney Union Warehouse Company at Cheney, Wash., has been

completed and operations started. The machinery is modern and is operated by electricity, with capacity for handling 15,000 bushels.

N. S. Rupp, O. C. Carmichael, and R. N. Davidson have organized the Dwyer (Wyo.) Community Co-operative Association to build and operate an elevator. The company is capitalized with stock of \$10,000.

R. G. Abbott, R. P. Findlater, A. Ingles and R. Abbott have formed Abbott's, Inc., of Miles City, Mont. The company will conduct a grain, grocery, etc., business and is capitalized with stock of \$10,000.

Capitalized with stock amounting to \$10,000, the Mulligan & Burke Grain Company was organized at Omak, Okanogon County, Wash. The organizers are: W. G. Mulligan, George M. Burke and W. G. Mulligan, Jr.

Work has been practically completed on the new elevator at Shuttler's Station, Gilliam County, Ore. G. A. Harth, M. E. Weatherford and A. M. Cannon are interested. The elevator has a capacity of 125,000 bushels.

A 60,000-bushel elevator is under course of erection at Tremonton, Utah, for the Maney Export Company of Oklahoma City, Okla. A new elevator is being erected by the same company at Fielding, Box Elder County, Utah.

INDIANA

The Fountaintown Elevator Company, of Fountaintown, Ind., has been dissolved as a company.

A. Waller & Co., of Henderson (r. f. d. Rushville), Ind., have completed plans for the erection of a grain elevator there.

The Covington Grain Company, of Covington, Ind., has opened up a new elevator at Foster, Ind. The elevator has a capacity of 38,000 bushels.

The Igleheart Bros. of Evansville, Ind., have completed 15 new concrete storage tanks. The total storage capacity now amounts to about 500,000 bushels.

The Farmers' Elevator Company has been incorporated at Trafalgar, Ind., capitalized with stock of \$50,000. Ira E. Vandiver, Harry F. Garshwiler and Calvin L. Van Cleave are interested.

MISSOURI, KANSAS AND NEBRASKA

The farmers' elevator at Cameron, Mo., is now the property of the Hannibal Milling Company of Hannibal, Mo.

The Farmers' Co-operative Company of Wahoo, Neb., has made plans for the erection of a new grain elevator.

The Farmers' Elevator Company of Glenvil, Neb., is interested in the erection of a 30,000-bushel elevator there.

The business of the Shannon Grain Company at Marquette, Neb., has been purchased by the Hord Grain Company.

The Bauman Grain Company has disposed of its Neodesha, Kan., grain elevator to the Rea-Patterson Milling Company.

The interests of C. G. Gupton in the Gupton Grain Company at Oxford, Neb., have been disposed of by him to his father.

The Latta Grain Company has been organized at Tekamah, Neb., capitalized with stock of \$50,000. Ed. Latta is interested.

The Farmers Elevator Company of Palisade, Neb., has let the contract for the erection of a 30,000-bushel elevator there.

Wm. Webster, E. A. Gerrard and W. H. Joy have incorporated as the Monroe Farmers' Co-operative Company, at Monroe, Neb.

The J. C. Haines Elevator, located at Augusta, Kan., is being torn down and a new 20,000-bushel plant being built in its place.

Articles of incorporation have been filed for the Farmers' Grain Company of Graf, Neb. The capital stock of the concern is \$10,000.

Work has been practically completed on the new 100,000-bushel elevator of the C. S. Lee Grain & Elevator Company of Abilene, Kan.

The business of the J. F. Hinshaw Lumber Company located at Bradshaw, Neb., has been taken over by the Central Grain Company.

The business of the George A. Roberts Grain Company at Lincoln, Neb., has been taken over by the Anderson & Johnson Grain Company.

The Seward Grain Company has opened up its elevator at Plattsburg, Mo., for business. The elevator has a capacity of 40,000 bushels.

The elevator of J. C. Lutes Grain Company at Grant City, Mo., has been disposed of to the Iowa & Missouri Grain Company of Mt. Ayr, Minn.

Capitalized with stock of \$15,000, the Farmers' Co-operative Elevator & Supply Company was incorporated at Norwich, Kingman County, Kan.

Sixteen additional storage tanks have been built for the Swift Elevator Company of St. Joseph, Mo.

The capacity of each tank is to be 28,000 bushels. The elevator will have a combined capacity for 1,050,000 bushels of grain.

Negotiations were recently concluded between the Halstead Milling & Elevator Company and Peter Wibe for the latter's elevator at Halstead, Kan.

A large elevator and warehouse is to be built by the Central Granaries Company at Minatare, Neb., replacing the one which was destroyed not long ago by fire.

S. C. Clark, D. A. Kendall and A. L. Rogers have incorporated the Willard Elevator & Livestock Company at Willard, Kan., capitalized with stock of \$10,000.

Improvements are being made on the elevator of the Snell Mill & Grain Company at Clay Center, Kan. New cleaners and hopper scales are also to be installed.

William Dunkel has disposed of his elevators at White Cloud, Iowa Point, Sparks and Fanning, Kan., to the Aunt Jemima Pancake Flour Company of St. Joseph, Mo.

The Russell Grain Company's warehouse at Kansas City, Mo., has been leased by the Schreiber Grain & Milling Company of Kansas City, Mo., Omaha, Neb., and St. Joseph, Mo., who will install a 300-barrel corn mill of Wolf make.

A. C. Ross, C. R. Appel and George B. Geer have filed incorporation papers for the Farmers' Elevator & Exchange Company of Palmyra, Marion County, Mo. The company is capitalized with stock of \$10,000 and will engage in a general elevator business.

The Farmers' Grain & Supply Company was incorporated at Schulte, Kan., recently capitalized with stock of \$10,000. The company will erect in the near future a concrete grain elevator. Frank Redding is president; Charles Folkers, vice-president; K. C. Parkhurst, secretary, and Paul Bock, treasurer of the company.

EASTERN

The capital stock of the Dellwood Elevator Company at Buffalo, N. Y., has been increased from \$100,000 to \$450,000.

The Cheney Grain Company has taken out a state charter to operate at Worcester, Mass., capitalized with stock of \$6,000.

C. L. Rimlinger, M. M. Clancy and Clement M. Egner have incorporated at Dover, Del., the National Agricultural Association to deal in seeds, grain, cereals, fruits, etc., capitalized with stock amounting to \$100,000.

THE DAKOTAS

At James, S. D., the Empire Elevator is to be rebuilt.

The elevator at Beebe, S. D., is undergoing some repairs.

The Farmers' Elevator at Powers Lake, N. D., is being repaired.

The Powers Elevator situated at Barlow, N. D., is being remodeled.

John Combs has purchased the Trans-Mississippi Elevator at Gregory, S. D.

The Equity Exchange of Huron, S. D., purchased the Reese Elevator recently.

An elevator company has been organized at Verona, N. D., by the farmers.

The Sheyenne Farmers' Co-operative Company has been formed at Sheyenne, N. D.

The old McCaull Elevator at Forestville (mail Southshore), S. D., has been wrecked.

A grain elevator is to be erected at Raleigh, N. D., for the Columbia Elevator Company.

J. H. Patten and B. W. Jackson will build and operate an elevator at Carthage, S. D.

The elevator located at Diamond, S. D., which recently was destroyed by fire is to be rebuilt.

The Caspary Elevator has been purchased by the Farmers' Elevator Company, of Herrick, S. D.

The Ely-Salyards Company has taken over the elevator of J. J. Heffern located at Ardoch, N. D.

A new elevator is under course of erection at Dupree, S. D., for the Farmers' Equity of that place.

Arrangements are under consideration for the erection of an equity farmers' elevator at Roscoe, N. D.

The Woodworth Elevator at Park River, N. D., has been purchased by the Farmers' Elevator Company.

The Jim River Grain Company, of La Moure, N. D., has applied for permission to dissolve as a corporation.

The Farmers' Mutual Elevator Company, of Brandt, S. D., is planning on dissolving as a corporation.

The Galesburg Co-operative Elevator Company has been formed at Galesburg, N. D., capitalized with stock of \$10,000. C. Satrom is president; John

Satrom, vice-president; E. O. Moe, secretary, and H. A. Groven, treasurer.

A farmers' organization has purchased the Sexauer Elevator situated at Como (r. f. d. Arlington), S. D.

The C. P. Van De Water Elevator located at Canova, S. D., is now the property of C. G. Buchele, of Broadland.

A. O. Cornwell has disposed of his line of elevators in Minnesota and North Dakota to B. C. Crangle of Minneapolis.

The old Farmers' Elevator Company, of Anamoose, N. D., has been dissolved and a new company organized.

Numerous repairs have been made on the Equity Elevator at New Rockford, N. D., preparatory to operation this fall.

The Sitka Elevator property has been purchased from James Brady by the Farmers' Equity Exchange of Selby, S. D.

The grain elevator and business of the Williams Company located at Langford, S. D., has been purchased by Reuben Olson.

The Shanard Elevator at Vayland, S. D., has been bought by the Vayland Equity Exchange which was recently incorporated there.

The Victoria Elevator at Spring Brook, N. D., has been purchased by the Spring Brook Farmers' Co-operative Elevator Company.

The Osborn-McMillan Elevator Company of Minneapolis, Minn., has purchased the elevator of A. E. Ireland at Carrington, N. D.

The Geo. Enge Elevator at Portland, N. D., has been purchased by J. G. Strand, who will use it to store and clean grain before shipping.

The Karnak Grain & Fuel Company was organized at Karnak, N. D., by Walter R. Reed, E. H. Mirick and P. E. Stroud, capitalized at \$20,000.

W. E. Tucker has purchased a grain elevator at Larson, N. D. He was formerly buyer at Noonan, N. D., for the St. Anthony Grain Company.

William H. Cameron, John Tastad and E. Knight have formed the Co-operative Elevator Company, of Pierpont, S. D. Capital stock is \$30,000.

The Clear Lake Farmers' Elevator Company has announced that its elevator at Clear Lake, S. D., will in the future be conducted on the co-operative plan.

Otto Minkner is president; K. J. Nelson, secretary-treasurer of the Redelm Equity Exchange of Redelm, S. D. The capital stock of the concern is \$20,000.

Capitalized at \$25,000, the Farmers' Union Elevator Company has been incorporated at Fedora, S. D. H. T. Immerman, Frank O'Neill and Fred Veck are interested.

The Spaulding Elevator Company has made arrangements for the erection of a grain elevator at Lankin, N. D., replacing the one which was burned some time ago.

O. T. Peterson, E. K. Spoonheim, N. Narveson and Samuel Loe are interested in the Northwood Grain Company of Northwood, N. D., capitalized with stock of \$50,000.

The recently organized Farmers' Elevator Company at Dawson, N. D., has purchased the Raymond Elevator at that place. W. H. Comrie and C. A. Cross are interested.

The Hannah Grain & Supply Company has been incorporated at Hannah, N. D., by Walter R. Reed, Robert B. Reed, E. H. Mirick and P. E. Stroud. Capital stock is \$20,000.

With capital stock at \$25,000, the Zeeland Farmers' Elevator Company was incorporated at Zeeland, N. D. J. H. Wishek, Adam J. Hezel and W. L. Johnson are interested.

Frank Curdill, John Walsh and L. C. Burstad have formed the Farmers' Co-operative Elevator Company, of Firesteel, S. D. The elevator firm is capitalized with stock of \$10,000.

Ole Nelson, D. Thorson and Peter Weber are among those interested in the recently incorporated Farmers' Elevator Company, of Napoleon, N. D. The organization has stock of \$15,000.

The Gladstone Equity Exchange has been incorporated at Gladstone, N. D., to deal in grain, feed, etc. J. S. Robertson is president; Peter Bogner, vice-president, and Wm. Dobie, secretary-treasurer.

Martin Polutny, Chas. Cafelt and C. E. Stinchfield are interested in the organization of the Fordville Farmers' Elevator Company at Fordville, N. D. Capital stock of the company amounts to \$10,000.

The Dresden Elevator Company has been incorporated to operate at Dresden, N. D., capitalized with stock of \$20,000. Walter R. Reed, Robert B. Reed, E. H. Mirick and P. E. Stroud are interested.

The Duncan Elevator Company was granted a state charter to operate at Litchfield, N. D., capitalized with stock of \$20,000. James Duncan, T. W. Duncan, E. H. Mirick, H. E. Malthouse and P. E. Stroud are interested.

Incorporation papers have been filed for the Walhalla Co-operative Elevator Company, of Walhalla,

N. D., by W. E. Strong, Alex Dalyell, J. A. Jamison and Alex Russell. The capital stock of the organization amounts to \$15,000.

The organization of the Edgeley Co-operative Grain Company, of Edgeley, N. D., has been completed. L. P. Ormsby, E. J. Hamm, E. M. Wallrich, H. Zimmerman, W. W. Potts, A. P. Houphatter and A. H. Caron are the incorporators.

The Independent Elevator & Trading Company has been incorporated to engage in business at Williston, N. D. M. S. Williams, Gerald Miles, Jessie M. Miles and Ella Williams are interested. The company has a capital stock amounting to \$15,000.

Articles of incorporation have been filed by B. A. Card, H. D. Williams and O. Lingenfelter for the Halliday Grain Company, of Halliday, N. D. The organization is capitalized with stock amounting to \$13,000. The company has purchased the Powers Elevator at that place.

The former Monarch Elevator at Gilby, N. D., is to be conducted in the future as the Honeyford Supply Company. The plant has been overhauled and equipped with a 700-bushel per hour grain cleaner. Other improvements have been installed, making the plant modern in every respect.

SOUTHERN AND SOUTHWESTERN

The Security Warehouse & Elevator Company, of Knoxville, Tenn., has changed its name to the Security Mill and Feed Company.

The Merchants' Grocery Company, of Water Valley, Miss., has made plans to install small grain elevator, corn shellers and feed mill.

The Arkadelphia Milling Company, of Arkadelphia, Ark., has completed work on nine concrete tanks with capacity of 400,000 bushels.

J. Van Steenyek, W. O. Beall and W. E. Hunter have incorporated the Hamlin Mill & Elevator Company of Hamlin, Texas, capitalized at \$12,000.

The Farmers' Mill & Elevator Company of Kress, Texas, has been organized, capitalized with \$6,000 stock, by D. M. Wood, W. H. Johns and J. M. Gallagher.

The Bradford Produce Company has been formed at Bradfordville (r. f. d. Tallahassee), Fla., to operate a grain warehouse and canning factory at that place.

Interest in G. L. Dixon's business at Vidalia, Ga., has been purchased by T. J. Ainsworth. They will conduct the business, carrying hay, feed, seeds, etc., as the Vidalia Grain Company.

M. A. Creamer, E. W. Gregg, and W. P. Keen have filed incorporation papers for the Creamer-Gregg Grain Company, of Oklahoma City, Okla. The organization is capitalized with stock of \$10,000.

The Mississippi Elevator at Binghamton, Tenn., has been purchased by the East St. Louis Cotton Oil Company, of East St. Louis. The company is reported to enlarge the plant and use it for shelling and storage.

The capital stock of the Cunningham Commission Company, of Little Rock, Ark., has been increased from \$30,000 to \$100,000. The company will immediately start making improvements on its elevator and mill.

W. Reeves, W. A. Blair, O. T. Trapp, C. M. Moore and W. W. Thompson have organized a company at Tupelo, Miss., for the purpose of erecting and operating a corn elevator there. The plant will also be equipped with a mill.

A company in which Thomas Chason, J. L. Dickenson, W. H. Vanlandingham, W. W. Gibson and G. P. Shingler are stockholders will build a grain elevator at Donaldsonville, Ga., in the near future to cost about \$10,000.

A new grain elevator is to be conducted at Thomasville, Ga., by the Thomasville Elevator Company. The contract has already been let and it is expected to have the plant ready by October 1. The plant will have a capacity of 20,000 bushels.

I. V. Parham and A. W. Gray filed incorporation papers for the Consolidated Grain Company, Inc., of Petersburg, Va. The company has a capital stock of \$100,000. I. V. Parham is president and A. W. Gray secretary-treasurer of the organization.

The Kentucky Public Elevator Company, of Louisville, Ky., has amended its articles of incorporation, increasing the capital stock of the company from \$200,000 to \$550,000. The increase in capital was made to enable the company to build a new plant.

Articles of incorporation have been filed for the Lack-Redford Elevator Company, of Paducah, Ky., capitalized with stock amounting to \$25,000. F. E. Lack, C. W. Craig and A. L. Redford are interested. The company will build an elevator with a capacity of 100,000 bushels.

B. N. Johnson has disposed of his interest in the De Ridder Grain Company, De Ridder, La., of which he was formerly secretary-treasurer and general manager, to the Lake Charles Grain Company. He has entered a firm known as the Johnson Grain Company, of De Ridder. The new company is erecting a building.

OHIO AND MICHIGAN

An elevator 28x30x28 feet has been built at Jamestown, Mich., for the Jamestown Co-operative Elevator Company.

The Farmers' Co-operative Elevator Company has been organized at Grand Blanc, Mich., by Ivan Parson and others.

The Green Elevator at Decatur, Mich., has been purchased by the Farmers' Co-operative Elevator Company of that city.

The new elevator of the Pulaski Farmers' Grain & Elevator Company at Pulaski (r. f. d. Bryan), Ohio, has been completed.

A movement is under way to organize a farmers' company at Durand, Mich., for the purpose of buying and conducting the Judson Elevator.

The grain, hay, flour, etc., business of Wykes & Co. of Grand Rapids, Mich., has been purchased by the Grand Rapids Grain & Milling Company.

The elevator at Lennon, Mich., owned by Ely C. Roberts and F. S. Chapman has been purchased by Charles Hankins of Flushing and G. Sherwin Haxton of Oaksfield, N. Y.

A farmers' elevator company is to be organized at Mt. Morris, Mich. William Flinn, Thomas Flinn and Henry Schofield are among those interested in the formation of the company.

The elevator at Brice, Ohio, has been purchased by the Defiance Farmers' Co-operative Elevator Company. It will be operated as the Farmers' Co-operative Branch Elevator No. 1.

The Farmers Co-operative Elevator Company has been incorporated at Ovid, Mich., and has purchased the Bennington and Laingsburg Elevators owned by the C. R. Bailey Company.

The American Elevator & Storage Company has been incorporated at Detroit, Mich., capitalized with stock of \$50,000. F. T. Caughey, J. A. Jossman and William R. Rossman are interested.

The Grant Grain Company has been incorporated at Grant, Mich., to deal in grain, produce, etc., capitalized with stock of \$10,000. E. L. Wellman, Arthur K. Druke and Carl N. Mapes are interested.

Capitalized with stock of \$25,000, the Whiteville Elevator Company has been incorporated at Whiteville (r. f. d. Metamora), Ohio. M. F. Fairbanks, E. R. Elliott, Vinton Bird, John H. Lamb and G. A. Holland are interested.

The Farmers' Co-operative Grain Elevator Company, which was recently formed at South Solon, Ohio, will erect a concrete elevator of 20,000 bushels' capacity. Work has already been started on the new office building of the company.

Incorporation papers have been filed by P. T. Neumann, E. C. Heinle, H. A. Kehrer, J. D. Winters and Samuel Shifley for the New Winchester Elevator & Exchange Company of New Winchester, Ohio. Capital stock amounts to \$6,000.

The William Reardon Elevator at Midland, Mich., has been bought by the Midland Co-operative Association, recently organized there by farmers and capitalized with stock of \$20,000. Oscar Wallen is president; Oscar Inman, vice-president; August Rohde, secretary and treasurer.

The Ruffing & Missler Elevator at Marion, Ohio, has been purchased by J. J. Curl and John G. Stark, who conduct the Curl & Stark Elevator there, and J. R. Ruffing, who has conducted the Ruffing & Missler plant. The new company will be known as the Marion Grain & Hay Company.

CANADA

Two new elevators are to be built, it is reported, for the Progressive Farmers' Grain Elevator Company, of Edmonton, Alta.

The Alberta Pacific Grain Elevator Company of Winnipeg will shortly erect an elevator at Moose Jaw, to cost about \$75,000.

The Anchor Elevator at Winnipeg, Ont., is to have a 300-bushel Morris Grain Drier installed by Strong-Scott Manufacturing Company.

The Gravelbourg Farmers' Elevator Company, Ltd., of Gravelbourg, Sask., has been incorporated with capital stock of \$20,000.

The Canadian Government is erecting elevators of 30,000 bushels' capacity this season at Treherne, Hartney, Rounthwaite, Mather and Oakville, Man.

The elevator of Davidson & Smith at Fort William, Ont., is being converted into both a receiving and shipping house, by the addition of a marine leg.

The Pioneer Elevator at Camrose, Sask., which was recently acquired by the United Farmers' Co-operative Elevator Company, is being remodeled.

The Security Elevator Company of Scott, Sask., is rebuilding its elevator at Holden, Alta., destroyed by fire a few months ago.

James Sharp has disposed of his grain elevator located at Moosomin, Sask., to the farmers of that place, who have incorporated the Saskatchewan Co-operative Elevator Company.

ASSOCIATIONS

NEBRASKA GRAIN DEALERS ORGANIZING

Plans are under way in Nebraska for the formation of the Nebraska Grain Dealers Association. On August 10 a preliminary meeting was held at Lincoln, Neb., and it was decided at that time to issue a call for another meeting for the purpose of effecting an organization.

This second meeting was held on September 4 at the Lincoln Hotel, Lincoln, Neb., and was attended by about 45 dealers. The meeting was called to order by J. A. Schoenthal, the temporary chairman. In the absence of J. A. Smith, temporary secretary, C. C. Sheldon of Columbus, Neb., acted in his place. Mr. Schoenthal outlined what had been done at the first meeting and said that there was a great need of a state association in order to remedy various trade abuses. Chief among these was the defaulting on contracts by the farmers. But, he said, there were other advantages to be gained from organizing, for instance, to better one's knowledge of the grain trade; to come into closer contact with other grain dealers and to have committees who will handle such important questions as legislation, arbitration, transportation, terminals, etc. He advised that a salaried secretary be appointed who would give all his time to the consideration of questions affecting the trade. He also advocated that a credit bureau be one of the features of the new Association at the outset.

C. C. Sheldon said that practically every branch of trade and industry in Nebraska had a state association with the exception of the grain men. Lee Wilsey of Lincoln told of a trip he made to Des Moines, Iowa, for the purpose of conferring with Secretary Geo. Wells of the Western Grain Dealers Association. He cited the difficulty that that Association had in the beginning and how a few members struggled along until it was finally placed upon a firm basis. There are now 450 members in the Association and it has ample funds for all purposes. He believed the Nebraska Grain Dealers Association should incorporate and that district meetings should be held at various times. At these district meetings the members could get down to brass tacks on grain questions whereas the annual convention of the state association is devoted principally to the routine business of the organization and social features.

After a number of other dealers had been heard from all of them expressing themselves in favor of forming an association, blanks were passed around those in attendance and the grain men were asked to put themselves upon record as to whether the association should be formed. A large majority voted in the affirmative. A few managers of farmers' elevators expressed themselves in favor of the organization but were not authorized to speak for their companies. None of those present definitely opposed the plan.

Upon motion, Chairman Schoenthal was instructed to appoint a committee to act with him in forming the constitution and by-laws to be submitted later to the grain dealers for ratification. This committee was as follows: E. F. Real, Grafton; John Westrand, Laurel; Lee Wilsey, Lincoln; and C. C. Sheldon, Columbus.

Realizing that the financial end is the most important at the present time, the motion was made and passed for a membership fee to be placed at \$3 with annual dues of \$12, payable quarterly in advance. Several of those present paid their membership fees immediately to the secretary.

Peter E. Diehl, chief inspector of the Lincoln Commercial Club Inspection Department, addressed the dealers on the Federal Wheat and Corn Grades and illustrated his remarks with a practical demonstration of the methods employed in grain grading.

The meeting then adjourned to be convened again at the call of the chairman. It is probable that another session will be held as soon as the constitution has been drafted.

After adjournment of this session, the grain dealers sat down to a very enjoyable dinner which was served in the Garden Room of the Lincoln Hotel. There were no set speeches, the occasion serving merely the function of getting the dealers together in a social way. From all indications, it fulfilled its purpose admirably.

The grain dealers present included the following: J. E. Armstrong, Scotts Bluff; F. J. Bahr, Broken Bow; A. T. Baldwin, Milford; Wm. Burk, Hallam; E. E. Day, Weeping Water; J. S. Delaney, Bellwood; John A. Dobbs, Beatrice; J. A. Egbert, Glenvil; Mr. Ewart, Lincoln; Chas. Gemzler, Goehner; H. R. Gordon, Sterling; P. H. Gumpton, Oxford; J. Q. Herrold, Tamora; John Higginbottom; Bennett; John Hofseth, Farwell; Amos Kilgore, Ulysses; Harry Lewis, Ulysses; John McQuillen, Ponca;

C. A. Moore, Princeton; C. S. Murfin, Wabash; J. M. Murphy, Bethany; C. B. Nance, Davey; H. G. Otto, Tobias; Alfred Palmer, Ulysses; H. O. Peterson, Randolph; W. J. Reid, Dorchester; E. F. Real, Grafton; J. A. Schoenthal, Lincoln; J. G. Schwartz, Hallam; C. C. Sheldon, Columbus; M. W. Spence, Beaver Crossing; Geo. Trunkenbolz, Eagle; P. W. Ward, Ulysses; J. L. Welsh, Omaha; J. C. Welch, Daykin; I. L. Westover, Ulysses; John F. Westrand, Laurel; Lee Wilsey, Lincoln; and J. R. Wilson, Pickrell.

CONFERENCE OF KANSAS GRAIN
DEALERS AND MILLERS

The Topeka Board of Trade invited Kansas grain dealers and millers to a conference in that city on September 11, in order that they might be advised by authoritative statement as to just what they might and might not be allowed to do under the Food Administration Law.

Grain dealers and millers were both in attendance to the number of nearly 70 men. D. F. Plazzek, representative of the Food Administration Grain Corporation was expected, but the press of business prevented. However, State Grain Inspector George B. Ross and C. V. Topping, secretary of the Southwestern Millers' League, were present. The latter having attended many of the grain conferences at Washington was in a position to tell the latest regulations of the Administration and many of the difficulties that both grain dealers and millers were up against.

President H. D. Yoder of the Board of Trade opened the meeting and called upon Jacob Mohler, Secretary of Agriculture for Kansas, to describe the progress that had been made in the state seed campaign, and prospects for the wheat crop next year.

Mr. Mohler said that, although the campaign for funds to finance the seed requirements had only yielded \$80,000 instead of the \$2,000,000 expected, the August rains had produced so much forage that the money farmers were saving for feed was released for seed and in only a few sections of the state was outside help necessary. He compared the present conditions with those of 1913 when a crop was planted that yielded 180,000,000 bushels the next year, and predicted that even that record might be passed in 1918.

Mr. Ross, state grain inspector, took up the question of grading under Federal rules, and stated that absolute uniformity was impossible as long as cars were loaded unevenly, as different probes would always yield different results in samples obtained. He stated that in appeal cases the Federal inspection was almost invariably more severe on dockage than the state inspection, and strongly advocated the use of a grain cleaner in every country elevator.

He advised every shipper to keep a sample of every car shipped and to advise his commission man just what he expected each car to grade. In that way he could check his own tests and would soon learn to grade more accurately.

C. V. Topping then took up the Food Administration Law and described some of the difficulties that confronted the Government. In answer to numerous questions it was brought out that:

Millers to get wheat must place an order with the Millers' Committee, specifying the kind of wheat and the district they wanted it from. The Millers' Committee transmits the order to the Grain Corporation, who orders the specified wheat forwarded to them, the miller paying 1 per cent for the service of the Millers' Committee.

Mills can purchase direct from producers at Government prices:

Elevators can load grain for farmers, the shipment being in the latter's name and a fee being paid for the service.

Mills that are not licensed are not bound by the Government rules but elevators cannot sell him wheat.

The price of seed wheat is not regulated. A great many questions came up that could not be answered, but will have to be worked out gradually by the administration.

In the evening a banquet was provided by the Board of Trade at the Elks Club. Cabaret features were provided and W. S. Washer of Atchison made a stirring patriotic address. A theater party was arranged for the evening. Many of the delegates stayed over the next day for the State Fair and were taken around the city in autos, the mills and elevator plants being inspected and a trip taken to the Santa Fe Railroad repair shops, said to be the largest in the world.

AT the University of California, Davis, Cal., an average of 37 bushels of barley was produced per acre, compared with 15 in 1908.

HAY, STRAW AND FEED

O. J. Carlson will carry on a feed business at Iron-ton, Mich.

John Breese has purchased J. S. Calkins' feed store at La Porte, Ind.

Davidson & Moore Feed Company at Bellflower, Mo., has been succeeded by Mr. Moore.

The feed and grain business of Charles Cragg at Labette, Kan., has been sold to Charles Spurgeon.

A feed and flour handling establishment is to be built at Portage, Wis., for T. H. Cochrane Company.

Additional warehouse and storage space has been leased by the Taylor Feed Company at Plattsville, Wis.

The C. A. Price Feed Store at Henryetta, Okla., is to be conducted as the Coyle Flour & Feed Company.

The Independent Hay & Grain Company of Evansville, Ind., has established a buying station at Mt. Vernon.

J. N. Switzer has traded his feed barns in Hampton, Iowa, to Fred Nancolas for 320 acres of Minnesota land.

Daniel J. Sanderson is the manager of the Broadway Hay Company, a new corporation, of Marysville, Ohio.

A new brick building is being erected at Vinton, Iowa, by W. H. Thompson, which he will utilize for a feed store.

Interest of C. F. Morris in the Morris & Dale feed business at Big Spring, Texas, has been purchased by J. N. Dale.

C. F. Yousey has disposed of his feed and flour business at New Bremen, N. Y., to the Farmers' Milling Company.

Frank Golden has started in the feed and flour business at Hartshorne, Okla., as the Hartshorne Flour & Feed Company.

L. H. Johnson has closed out his feed and grain business in Springfield, Ohio. He will conduct a storage house in the future.

Half interest in the wholesale and retail feed business of Fred Johnson at Creston, Iowa, has been purchased by J. H. Timmons.

A feed and flour business has been opened up at Chadron, Dawes County, Neb., for the Farmers' Union Co-operative Association.

The feed and coal business of the Occident Elevator Company at Flaxton, N. D., has been purchased by the Victoria Elevator Company.

M. L. Rogers, of Wilmington, Del., filed incorporation papers for the hay and grain firm, Dyer & Co., capitalized with stock of \$10,000.

Claer & Dyer have purchased the feed business of A. R. Austin located at Spencer, Iowa. Possession was given on September 1.

Offices have been opened up in Minneapolis, Minn., by the Fruen Cereal Company, dealers in hay, feed and grain. Wm. F. Fruen is president.

Capitalized with stock of \$30,000, the Virginia Hay and Grain Corporation was organized at Harrisonburg, Va. F. L. Sublett and J. E. Lowenbach are interested.

G. Mehroff, C. Mehroff and O. Ravekes have incorporated as Clifford Mehroff, Inc., of Ridgefield, N. J., to deal in feed. The organization is capitalized with stock of \$30,000.

A new warehouse, 100x130 feet, has been completed for Brown & Oglesby, of Little Rock, Ark. The warehouse has a hay shed with capacity of 4,000 bales of hay.

J. H. Devlin, manager of the hay department of Albert Miller & Co., Chicago, made a trip through Wisconsin and reports a good crop of hay in central and northern part, also a splendid crop of grain.

The Charleston Flour & Feed Company has been incorporated at Charleston, W. Va., and will deal in grain products, etc. The capital stock of the company is \$10,000. D. N. Mohler, D. W. Dunbar, T. K.

Mobray, F. M. Stambaugh and W. T. Lively are interested.

Capitalized with stock of \$20,000, the Tulsa Feed Store Company has been incorporated at Tulsa, Okla. W. S. Gunning, Geo. W. Hoyland and O. U. Schlegel are interested.

John W. Van Allen, George V. Barrell and William McConnell, of Hamburg, N. Y., have incorporated the Pioneer Hay Company of Buffalo, N. Y., capitalized with stock amounting to \$25,000.

Louis G. Nash, C. R. Ryley and F. McLeod have organized the Woodford Coal & Feed Company, of Versailles, Ky., capitalized with stock of \$4,000. The company will deal in hay, feed and grain.

Incorporation papers have been filed for the Reimann & McCammon Company of Letts, Ind. The company will conduct a retail and wholesale feed and grain business. John C. McCammon, Harry W. Reimann and Emma N. Reimann are interested.

ST. LOUIS HAY MARKET

Toberman, Mackey & Co., of St. Louis, Mo., say of hay, September 12:

The arrivals of hay on both sides of the river were rather liberal and the market has an easier tone, especially for the medium grades. Higher grades, however, are holding firm, and selling at usual prices. The demand is pretty strong for the top qualities. Clover and clover mixed still scarce and in demand at full values. Alfalfa market steady. High grades wanted, medium grades rather hard to place. Prairie hay dull on low grades, and high grades in fair demand at full values. Straw in good demand.

CHICAGO HAY MARKET

Albert Miller & Co., Chicago, Ill., in late letter advise: The writer has this question put to him almost daily from different sources, "Is the new crop of hay going to continue at present high prices?" To each he has answered, "Yes." Maybe at times market will ease off some, but there will be times when prices will be even higher. Some have predicted even higher prices and the writer would not want to dispute these as such could easily be the case when you consider all the unfavorable conditions governing the handling of hay. In the first place the crop is short and the writer believes it is much shorter than some of the reports would now indicate. On the other hand, the demand for hay is going to be greater than during any year in the previous history of this country. Our firm has never had such a demand for hay at this season of the year as we are now having. At the present time we are unable to supply one-quarter of the business that is offered to us and we are afraid that these conditions are going to prevail for some time to come. In fact, as we approach the winter it is natural to suppose that the demand for hay will increase. Against this we have the following facts to face: Shortage of labor, making it almost impossible to get hay baled; the big demand for cars for movement of Government hay and other commodities, making it almost impossible to get cars for the loading of hay for the markets. We trust this will not be carried to too great an extent by the railroads as it will work a great hardship for those who are obliged to buy hay for the feeding of their stock. In fact, this is one phase of the hay question that the new Hay Committee should look into. It would seem to the writer that it is very important that the price of hay does not advance to such an extent as to make it almost prohibitive as a feed, thereby interfering with the live stock industry. Secondly, some effort should be made to secure a proper distribution. We would not like to see the same conditions prevail this year as did last, namely sections short of hay are unable to get hay from sections where there was plenty simply because the railroads would not furnish the equipment. The writer would also advise that a general campaign be inaugurated with a view of getting the farmer to secure as much roughage as possible for his own use so that he may be able to spare his hay for the market.

Henry H. Freeman & Co., Chicago, Ill., in their

letter of September 12 report: Arrivals in timothy running below normal. Advices light as farmers everywhere are busy and unable to give hay much attention. Prices high, well worth making extra efforts to secure. We recommend loading at once. Market for Prairie strong; farmers very busy with help scarce and the baling and hauling of hay must wait. Prices are very high. Good state hay will sell well; load at once if possible. Straw receipts continue moderate with prices easy. The pressure of other work delays baling. We look for continued good markets. Load if possible.

GRAIN TRADE PATENTS

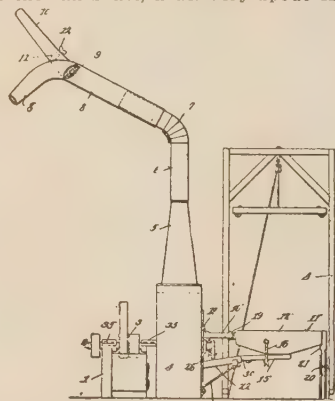
Bearing Date of August 7, 1917

Seed Corn Drier.—William A. King, Pierre, S. D. Filed July 28, 1916. No. 1,236,318.

Grain Separator.—Don A. Radle, Oklahoma, Okla. Filed March 16, 1917. No. 1,235,596.

Pneumatic Grain Elevator.—John R. Wright, Wheeling, Mo., assignor of two-fifths to John O. Brigman, Wheeling, Mo. Filed March 31, 1917. No. 1,236,032. See cut.

Claim: A grain elevator, comprising a conveyor tube, a fan casing at one end of the tube, a fan shaft journaled in and extending through the casing, a tappet on the fan shaft, a delivery spout entering the



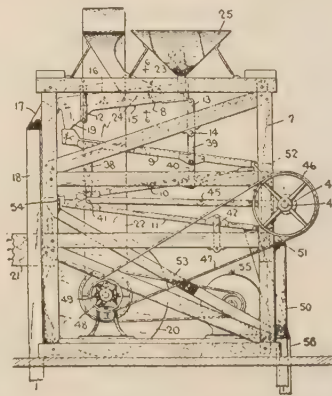
casing, an arm secured to the spout and provided with an upstanding finger adapted to be struck by the tappet, and means for delivering material to the delivery spout.

Bearing Date of August 7, 1917

Seed Corn Stringer.—Guy A. Trauger, Livermore, Iowa. Filed January 23, 1917. No. 1,236,627.

Grain Separator.—Albert Wilford, Baltimore, Md. Filed November 29, 1916. No. 1,237,004. See cut.

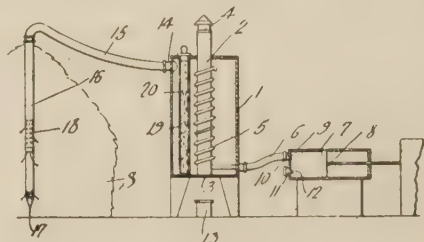
Claim: In a grain separator, the combination with a frame, of oppositely inclined shaking shoes therein, said shoes having separating means, means for delivering one character of material from one shoe to the other, means for delivering from the lower end of each



shoe material of a different character, a chute located at one end of the frame for receiving the latter character of material from one shoe, and a chute receiving the latter character of material from the other shoe, said last mentioned chute extending across the frame and delivering to the first mentioned shoe.

Grain Drying Apparatus.—David R. Olmsted, Council Bluffs, Iowa. Filed July 17, 1916. No. 1,236,473. See cut.

Claim: Apparatus of the class described including a pointed perforated tube insertible into a body to be



treated, a drum, a heating flue extending through the drum, a coil extending around the flue and discharging into the drum, means for forcing air into the coil, a tubular connection between the drum and the per-

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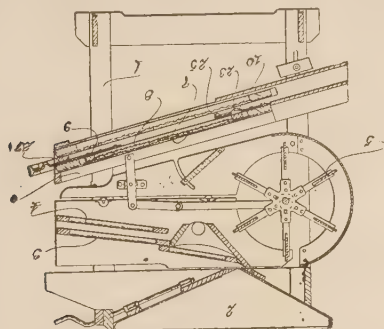
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Commission Merchants
Hay, Grain, Millstuffs, Futures
Consignments Solicited
We Guarantee Good Service
Postal Telegraph Bldg., Chicago

forated tube, and a moisture absorbing material within the drum.

Bearing Date of August 28, 1917

Seed Grader.—Ambrose W. Codd, Spokane, Wash. Filed December 11, 1916. No. 1,238,267. See cut.

Claim: In a seed grader, the combination with a reciprocating screen, of a screen of relative coarse mesh yieldingly supported against the underside of the reciprocating screen and held against longitudinal



movement, the coarse screen being held under lateral tension whereby to both clean and support the reciprocating screen.

Freight Car Grain Door.—Ernest L. Smith, Sabula, Iowa. Filed January 8, 1917. No. 1,238,586.

THE ILLINOIS SEED CO. CHICAGO, ILL.

We Buy and Sell
FIELD SEEDS

Ask for Prices. Send Samples for Bids.

L. TEWELES SEED CO. MILWAUKEE, WIS.

Red, White and Alsike Clover
Timothy and Alfalfa Seed

Seed Corn Field Peas

LARGE DEALERS IN SOUTHERN FALL GRAINS,
CLOVERS, VETCHES, GRASSES,
AND OTHER SEEDS

Get Willet's Weekly Current Price List.
Get Willet's Fall 1917 Seed Catalogue—out late in
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AUGUSTA, GA.

Cochrane Quality Field Seeds Are the BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. COCHRANE CO., PORTAGE, WISCONSIN
We want to buy Clover, Alsike, Timothy, Alfalfa
White Clover.

SEEDS Grain, Clover and Grass Seeds CHAS. E. PRUNTY

7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

Chicago

PURE SEED LAWS

Minneapolis

FIELD SEEDS

M. F. Wilkinson has made plans for entering the retail seed and feed business at Bartlesville, Okla.

The seed and grain business of Guy Graves at Chariton, Iowa, has been purchased by O. A. Scales. Capitalized at \$40,000, the W. H. Mixson Seed Company has been incorporated at Charleston, S. C.

A modern seed testing laboratory has been installed by the Adams Seed Company at Decorah, Iowa.

The Fangboner Seed Company, of Bellevue, Ohio, which was recently incorporated, has purchased an elevator in Fremont.

I. Simon & Son have leased new and larger quarters at Philadelphia, Pa. They expect to occupy them by October 1.

Walter L. Wight and T. W. Woods have formed the Wight Seed Company at Cairo, Ga., to deal in field and garden seeds.

The capital stock of the Harris Bros. Seed Company, of Mt. Pleasant, Mich., has been increased from \$25,000 to \$250,000.

The Sioux City Nursery Company, of Sioux City, Iowa, has been capitalized under the name of the Sioux City Seed Company.

A new kerosene engine is being installed in the plant of the Door County Seed Company of Sturgeon Bay, Wis., replacing the gas engine.

Reports state that half interest in the Newton Seed & Feed Company located at Newton, Ill., has been purchased by D. Batman of that city.

J. T. Russell and Chas. Heckel have organized the Russell-Heckel Seed Company at Memphis, Tenn., and will handle a line of field and garden seeds.

A. L. Aabing, of Seattle, has let the contract for the erection of a warehouse in Mt. Vernon, Wash.,

in which seed grown in that county will be cleaned, etc.

J. W. Pauley, L. C. Summers, H. Curry, J. R. Criswell and J. W. Beveridge have incorporated the Capital Nursery & Seed Company at Charleston, S. C., capitalized with stock of \$15,000.

Incorporation papers have been filed for the Sny Island Seed Growers' Association of New Canton, Ill., capitalized with stock of \$10,000. Walter Fox, C. T. Laird and W. H. Koeller are interested.

The Ogemaau Grain & Seed Company of West Branch, Mich., has changed its name to the West Branch Grain Company. A. Rochleau and several other parties purchased the establishment recently.

A seed storage plant, 44x96 feet, is being built for the Tessum Seed Grain & Supply Company of Thief River Falls, Minn., costing \$24,000. The plant is to be equipped with cleaning and grading machinery.

Controlling interest in the Kaercher-Schisler Field & Garden Seed Company, St. Louis, Mo., has been purchased by A. W. Schisler and name changed to the A. W. Schisler Field & Garden Seed Company.

Edgar G. Lewis has incorporated the E. G. Lewis Seed Company, of Media, Ill. The corporation is capitalized with stock amounting to \$30,000. Samuel N. Mathers, James J. Mathers and Charles R. Pendarvis are interested.

The business of B. M. Holt, formerly conducted at Caldwell, Idaho, under the name of the Pacific Seed & Grain Company, will in the future be conducted as Holt Seed & Grain Company, with B. M. Holt as president and manager.

The National Agricultural Association has been incorporated at Dover, Del., by C. L. Rimlinger, M. M. Clancy and Clement M. Egner to conduct a seed, grain, cereal and fruit business. The company is capitalized with stock of \$100,000.

SEED TRADEMARK

During the past month the following new seed trademark was published by the U. S. Patent Office: "Glacier" seeds. Barkmeyer Grain & Seed Com-



pany, Great Falls, Mont. Filed July 5, 1917. Serial No. 104,832. See cut.

TOLEDO CLOVER MARKET

J. F. Zahm & Co. of Toledo, Ohio, have the following to say of the clover seed markets: Prices are very high for so early in the season. They discount a big shortage as compared with previous seasons. Will take some time to digest the fact Toledo stocks are much larger than trade figured on. Total receipts in Toledo last season were about 61,000 bags, and we have nearly half that much here now. Looks like a pretty healthy background for future trading during the winter. October selling about 20 cents over December. Some think it will go to a wider premium, due to the lateness of the season. Other years it has gone to big premiums over the distant futures, and conditions are more favorable for it this year than any other. The fact that there is a good crop of old seed left here may help out or hold the premiums down, but the trade must not forget that this seed cannot be delivered on the futures.

WANTS INFORMATION AS TO SEEDS

The fact that in some sections there is a shortage of good seeds while in others there is a surplus makes it possible for the Committee on Seed Stocks of the U. S. Department of Agriculture to help in the distribution of these surpluses. The committee wishes, therefore, to locate all available stocks of good seed of agricultural crops, especially wheat, oats, rye, crimson clover (in the hull or hulled), and hairy vetch. The committee will be glad if anyone, farmer or dealer, will send information in regard to the quantities and prices of seed of the above sorts which he can offer for sale f. o. b. his shipping point, bags extra or included as the case may be. The information should give in each case the name of the variety (especially in the case of grain crops), condition of the seed as to purity, year grown and the price. The committee will then undertake to get such information into the hands of

those who want the seed. The committee hopes that this request will receive wide circulation and an immediate response, as it is now time to get seed in the hands of planters for fall use. Address Committee on Seed Stocks, U. S. Department of Agriculture, Washington, D. C.

IRELAND'S SEED CROP

McClinton & Co., seed merchants of Belfast, Ireland, in a recent letter report: We have now completed inspection of our ryegrass seed crop and are pleased to report there is a good average crop of fine bright heavy seed. The crop has been out under ideal weather conditions. If these continue until the seed is housed the quality will surpass anything we have had for some years.

The acreage under dogstail is much smaller than usual. The quality of what is saved promises to be very fine.

TIMOTHY SEED IN ALBERTA

The Canadian Department of Agriculture has recently been investigating the possibilities of timothy seed production in Alberta and whether the seed can be marketed profitably. It is declared that there is no doubt about the possibility of producing a superior class of seed or of marketing the seed readily at a satisfactory profit. Timothy is a successful crop over a considerable part of the province in the center and north, in scattered districts along the entire western part of the province and on the irrigated lands. To produce seed that will bring high prices in any market it is necessary to manage, handle and thresh the crop for the special end of seed production. Up to the present time comparatively little timothy seed has been produced in any of the prairie provinces. During 1915, however, sufficient Alberta grown seed was marketed to test the requirements of the Eastern Canadian trade and likewise to establish the standing of Alberta seed in Eastern markets. Since the beginning of the year six or eight cars of Alberta seed have found their way to Eastern markets. Reports from the trade emphasize the distinct superiority of the Alberta seed with respect to bold, plump kernel and good size in comparison with the United States

product which at present constitutes a large proportion of the supply for Eastern Canada.

There is open to the timothy seed grower at present a large home market and perhaps also a good foreign market. The Dominion alone requires between 600,000 and 700,000 bushels of timothy seed annually of which 60 or 70 per cent, or about 400,000 bushels, is imported from the United States. On account of the adaptability of Alberta soil to timothy growing over a considerable area and of the superiority of the Alberta grown seed, it would appear to be sound economy for Alberta farmers who have the right kind of land, to give some attention in the future to the production of this crop for the Canadian market.

There is equal opportunity, it is claimed, for securing a good market in the United States. Canadian grown timothy seed is admitted duty free to the United States where the demand at present is very keen and the price correspondingly high. While the United States exports considerable timothy seed, conditions are favorable to the putting of Alberta seed on the United States market. A considerable proportion of the timothy seed of the United States is produced on the heavy lands of the Central States such as Ohio, Iowa, Illinois, Indiana and Missouri. Iowa alone produces over 1,000,000 bushels annually and on land ranging in value from \$75 to \$150 per acre.

The United States Department of Agriculture estimates the advance in the capital valuation of land to be 25 per cent over the past four years, which constitutes a considerable additional cost in the price of land products. In addition to the handicap of heavy capital investment as compared with Alberta, the United States timothy seed producer has to meet a tariff amounting to 17½ per cent in entering Canada. During the past 10 years the wholesale price of timothy seed on the Chicago market has increased from \$4.50 per hundred pounds to \$7 per hundred pounds which is the average price over the 12 months of the year 1915. The price closed in December of 1915 at \$8 per hundred pounds. Under these conditions and with no trade barriers and a superior quality of seed, there should be no difficulty, it is figured, in entering United States markets.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

BAGS

BAGS

High prices paid for second-hand feed bags. Write for quotations to INTERSTATE BAG CO., Department 13, St. Louis, Mo.

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

FOR SALE

One 50-foot elevator complete with 10-inch 4-ply cotton belt, 9x5 buckets, cast iron boot, 36-inch head pulley, shaft and legs. Good as new. S. G. TRENT, Hiawatha, Kan.

FOR SALE CHEAP

Several double cleaners for grain or seed. Want to close at low price. Successfully used by hundreds of grain men. For full particulars, write JOHNSON & FIELD MFG. CO., Racine, Wis.

OIL ENGINES FOR SALE

Slightly used. Prompt delivery.

70-horsepower Fairbanks Morse.

60-horsepower Fairbanks Morse.

50-horsepower Fairbanks Morse.

40-horsepower Fairbanks Morse.

32-horsepower Fairbanks Morse.

25-horsepower Fairbanks Morse.

60-horsepower Metz & Weise.

A. H. McDONALD, 550 Monroe St., Chicago, Ill.

OBITUARY

BESSER.—Wm. T. Besser, a well-known grain dealer and flour miller died at Greencastle, Ind., aged 75 years. His widow, a son and a daughter survive him.

BLAKER.—On August 27, D. F. Blaker, head of the Blaker Lumber & Grain Company, Pleasanton, Kan., died.

BOND.—On August 27, R. L. Bond, owner of two elevators in Oaktown, Ind., passed away from heart trouble.

BYRNS.—At the age of 74 years, R. K. Byrns, senior member of Byrns & Pettit, grain dealers of Lexington, Ky., died at his home on the Georgetown Pike. He was the last surviving member of the famous Breckenridge Signal Corps of the Confederate Army. He is survived by his daughter.

GRAF.—Philip Graf, cashier in the Rosenbaum Bros.' grain elevator of Chicago, Ill., was drowned when he fell out of a boat near Sandusky, Ohio, on Swampy Bay.

GRANQUIST.—Nels A. Granquist died from blood poisoning which set in from injuries received when he was caught in the main drive shaft in the Farmers' Elevator at Hickson, Cass County, N. D., where he was employed as manager.

HAZLE.—L. H. Hazle was killed instantly on August 18 when struck by an automobile. He was manager of the Trans-Mississippi Grain Company at Sydney, Neb.

KERR.—Joel W. Kerr died at Nashville, Tenn., aged 58 years. He was a leading grain merchant of that city.

MERRILL.—J. C. F. Merrill, secretary of the Chicago Board of Trade and well known throughout the country by the grain trade, died at the age of 67 years at his home in Hinsdale, a suburb of Chicago, Ill. Further details of Mr. Merrill's life are to be found elsewhere in this number.

NORWOOD.—After an illness of several months, John Norwood died at his home in Grangeville, Idaho. He had been engaged in the grain business for several years. His widow and two daughters survive him.

RATHMAN.—Pneumonia caused the decease of Fred A. Rathman of Uniontown, Ky., at the age of

42 years. Mr. Rathman was a member of the company which operated the Wabash Elevator.

RHODES.—Geo. W. Rhodes, a prominent grain and feed man, died at Bristol, Tenn., recently. His widow and one son survive him.

SHELLABARGER.—Fred D. Shellabarger died at San Bernardino, Cal., after a long illness. Mr. Shellabarger was the owner and manager of the Shellabarger Mill & Elevator Company, which operates numerous elevators in the state of Kansas. Mr. Shellabarger was a resident of Salina, Kan., and had gone to California in the attempt to regain his health. He was 47 years old and is survived by his widow and one daughter.

UNKELHOLZ.—At the age of 52 years, Samuel W. Unkelholz died from heart failure at his home in Mandan, N. D. Mr. Unkelholz was prominent in the grain and elevator business in North Dakota. Until last year he was vice-president of the International Grain Growers' Association. Four sons and two daughters survive him.

WILL.—After an eight months' illness, Oscar H. Will died on August 26. He was a pioneer seedsman of Bismarck, N. D. His widow, one son and a daughter survive him.

WOODWARD.—Heart disease caused the sudden death of A. M. Woodward, a well known Minneapolis, Minn., grain man and banker. Mr. Woodward was born in Newcastle, Ind., in 1852 and came to Minneapolis in 1866. He was founder of the grain firm of Woodward & Co. Nine children survive him.

FRANK Stone has been selected as first assistant in the Grain Marketing Division of the United States Department of Agriculture.

THE new rules filed by the New York Central covering the absorption of connecting lines' switching charges on grain at Toledo have been suspended by the Interstate Commerce Commission.

VICTORIA, Australia, has made plans for the erection of grain storage houses at a cost of \$3,550,000. The buildings will be of cement construction and are to be a part of the elevator system which the state expects to operate, it is reported, after the war.

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For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

FIRES—CASUALTIES

Chickasha, Okla.—The feed establishment of Cox & Son here was damaged by fire.

Dunn Center, N. D.—Fire caused slight damage to the Farmers' Elevator located here.

Michigan, N. D.—A large grain elevator here was damaged by fire on August 25, it is reported.

Sykeston, N. D.—Lightning struck the Occident Elevator. No serious damage was done.

Liberal, Kan.—During a recent storm, the engine house of the Equity Elevator was torn away.

Los Angeles, Cal.—Slight damage was done to the grain elevator of the Western Milling Company by fire on August 24.

Minco, Okla.—During a severe windstorm the Farmers' and Marlow Elevators were moved on their foundations several inches.

Campbell, Minn.—The Winter-Truesdel-Ames Elevator located at this point was struck by lightning on August 30 and damaged slightly.

San Antonio, Texas.—The feed warehouse of the grain firm of J. E. Muegge & Co. was damaged by fire to the extent of \$10,000 on August 25.

Bloomington, Ill.—Carroll and Lodis Winkler were smothered to death when they climbed into an elevator bin which was being filled with grain.

Pierpont, S. D.—The Co-operative and Pacific Elevators here both suffered damage when struck by lightning on August 14. The loss on the Co-operative Elevator was slight.

Cameron, Texas.—N. J. Green's warehouse burned. Loss amounted to \$3,000; no insurance carried. The warehouse contained a considerable quantity of grain and hay.

Penbrook, Pa.—The grain elevator of S. A. Fishburn here burned on August 16 with losses amounting to \$6,000. The new electrical equipment and 1,000 bushels of grain were entirely destroyed.

Muskegon, Mich.—The Peoples Milling Company's elevator and mill were seriously damaged by fire on August 24. The elevator was completely destroyed, and the loss is estimated at about \$150,000.

Deslacs, N. D.—Slight damages were done to the Farmers' Elevator here by fire on September 1.

Creston, Iowa.—The White Elevator located at this point was damaged by fire to the extent of \$10,000.

Skidmore, Mo.—The Kellogg Seed Company's grain elevator plant was burned with a loss of \$3,000. The loss is partly covered by insurance.

Orient, Iowa.—Sparks from a passing engine set fire to the elevator of the Sumner-White Company on August 18. About a carload of timothy feed and 1,000 bushels of wheat and 2,000 bushels of oats were consumed.

Panola, Ill.—On August 18, the elevator of F. S. Larison was destroyed by fire. About 11,000 bush-

els of oats were consumed by the flames. The fire was caused by the back-firing of a gasoline engine. The loss was partially covered by insurance.

Hartville, Ohio.—The elevator of the Richard Bros. here was seriously damaged by fire recently. The fire is thought to have been caused by a spark from a passing locomotive. The loss amounted to \$6,000 with no insurance. A carload of 1,000 bushels wheat standing near the elevator was also badly damaged.

Escondido, Cal.—Fire destroyed one of the large hay storage barns of the Escondido Lumber, Hay & Grain Company, with losses of about \$10,000. Between 400 and 500 tons of oat hay were stored in the plant. The insurance carried on the hay amounted to \$3,500 and that on building to \$600. The cause of the fire is not known.

THE Port Costa Warehouse & Dock Company of San Francisco, Cal., has petitioned the Railroad Commission for permission to raise rates for storage and handling of grain from 50 cents a ton for the first two months or any part thereof, to 50 cents a ton for the first month or any part, and proportionate increases.

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Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.	Texas Millers Mutual Fire Insurance Co., Fort Worth, Texas.
Pennsylvania Millers Mutual Fire Ins. Co., Wilkes-Barre, Pa.	Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

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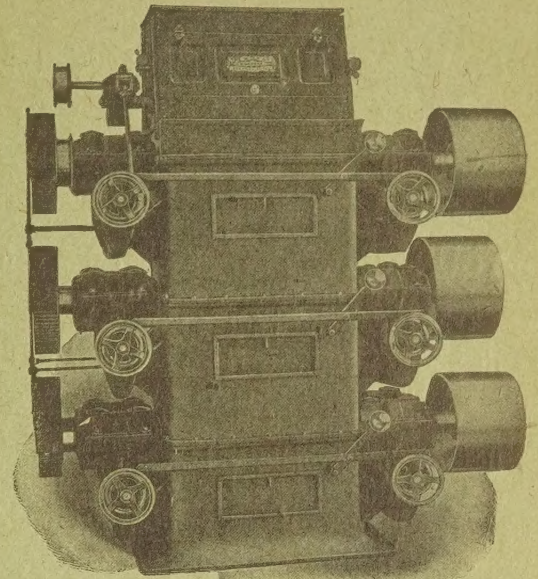
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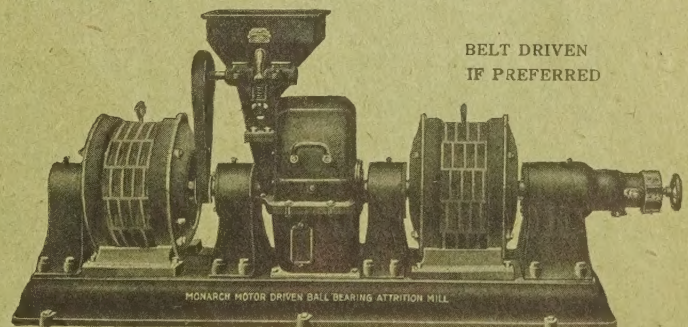
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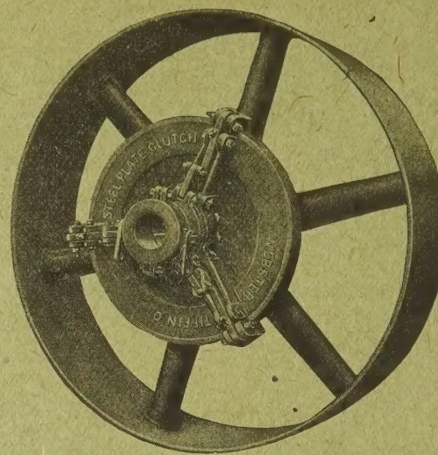
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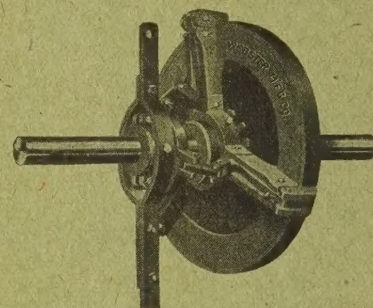
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